

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☒ **X**  
no

Property Name: Kent County Railroad Corridor Inventory Number: K-700  
Address: \_\_\_\_\_ City: Multiple Zip Code: Multiple  
County: Kent County USGS Topographic Map: Millington, Galena, Betterton Chestertown, MD.  
Owner: Maryland Transit Administration Is the property being evaluated a district? no  
Tax Parcel Number: N/A Tax Map Number: N/A Tax Account ID Number: N/A  
Project: \_\_\_\_\_ Agency: \_\_\_\_\_  
Site visit by MHT Staff: \_\_\_\_\_ No ☒ **X** yes Name: \_\_\_\_\_ Date: \_\_\_\_\_  
Is the property located within a historic district? \_\_\_\_\_ yes ☒ **X** no

*If the property is within a district*

District Inventory Number: \_\_\_\_\_

NR-listed district \_\_\_\_\_ yes Eligible district \_\_\_\_\_ yes District Name: \_\_\_\_\_

Preparer's Recommendation: Contributing resource \_\_\_\_\_ yes \_\_\_\_\_ no Non-contributing but eligible in another context \_\_\_\_\_

*If the property is not within a district (or the property is a district)*

Preparer's Recommendation: Eligible ☒ **X** yes \_\_\_\_\_ no

Criteria: ☒ **X** A ☐ B ☒ **X** C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Documentation on the property/district is presented in:

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

A physical description of this resource may be found under Item 7, on the Maryland Inventory of Historic Properties Form; the significance of the resource is evaluated under Item 8.

The former Kent County Railroad Corridor is eligible for listing in the National Register under Criterion A, for its association with the economic and social development of Kent County and under Criterion C as a substantially intact example of a mid-19<sup>th</sup> century rail line which, despite modification to reflect changes in rail transportation technology, significantly retains its rural character and functions for the purpose for which it was constructed. Those portions of the corridor which no longer serve their intended function and which can no longer convey the rail associated use due to abandonment and/or deterioration are excluded from this eligibility determination. One standing resource, the Chestertown Passenger Railroad Station, is located near the terminus of the now-abandoned section of the rail corridor; the Chestertown Passenger Railroad Station is individually listed in the National Register.

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended ☒ **X** Eligibility not recommended \_\_\_\_\_  
Criteria: ☒ **X** A ☐ B ☒ **X** C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None  
Comments: \_\_\_\_\_

*Jim Thaler*  
Reviewer, Office of Preservation Services

*Elm*  
Reviewer, NR Program

*4/30/2009*  
*4/30/09*  
Date  
Date

**MARYLAND HISTORICAL TRUST  
NR-ELIBILITY REVIEW FORM**

Continuation Sheet No. 1

K-700

This determination has been made in accordance with the National Register Bulletin entitled "*How to Apply the National Register Criteria for Evaluation*" (National Park Service 1988) and the National Register Bulletin entitled "*Guidelines for Evaluating and Documenting Rural Historic Landscapes*" (National Park Service 1989, revised 1999).

Prepared by: Joseph Schuchman

Date Prepared: March 4, 2008

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. K-700

### 1. Name of Property

(indicate preferred name)

historic Kent County Railroad Corridor (Kent County and Smyrna & Delaware Bay Railroad)  
other Chestertown Railroad, Delaware Division

### 2. Location

street and number not for publication  
city, town vicinity  
county Kent

### 3. Owner of Property

(give names and mailing addresses of all owners)

Name Maryland Transit Administration  
street and number 6 St. Paul St telephone (410) 539-5000  
city, town Baltimore state MD zip code 21202-1614

### 4. Location of Legal Description

courthouse, registry of deeds, etc. N/A liber folio  
city, town tax map tax parcel tax ID number

### 5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District  
☐ Contributing Resource in Local Historic District  
☒ Determined Eligible for the National Register/Maryland Register  
☐ Determined Ineligible for the National Register/Maryland Register  
☐ Recorded by HABS/HAER  
☐ Historic Structure Report or Research Report at MHT  
☐ Other:

### 6. Classification

Category	Ownership	Current Function	Resource Count
<input checked="" type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> landscape	Noncontributing
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> commerce/trade	<input type="checkbox"/> buildings
<input type="checkbox"/> site		<input type="checkbox"/> defense	<input type="checkbox"/> sites
<input type="checkbox"/> object		<input type="checkbox"/> domestic	<input type="checkbox"/> structures
		<input type="checkbox"/> education	<input type="checkbox"/> objects
		<input type="checkbox"/> funerary	<input type="checkbox"/> Total
		<input type="checkbox"/> government	
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	
		<input type="checkbox"/> recreation/culture	
		<input type="checkbox"/> religion	
		<input type="checkbox"/> social	
		<input checked="" type="checkbox"/> transportation	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	
			Number of Contributing Resources previously listed in the Inventory
			0

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## 7. Description

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Inventory No. K-700

### Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

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Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

### Physical Description

The Kent County Rail Corridor (Figures 1 and 2) is a single track linear corridor which extends from Massey, in northeastern Kent County and continues westward and then southeast through Kent County passing through an environment which remains predominantly rural and agricultural (Photographs 1 through 64). During its late 19th and early to mid 20<sup>th</sup> century years of passenger and freight service, it would not be unimaginable to state the railroad was in fact the life blood of these communities and nearby farm lands

This railroad was originally built in 1869-1870 as the Kent County Railroad; opening as construction proceeded from Massey to Kennedyville in April 1870 and from Kennedyville to Chestertown on February 20, 1872. In its early days of service, a warehouse in Chestertown served as a ticket office as the railroad was bereft of funds and could not afford to build a train station.

Massey, the eastern terminus of the Kent County Railroad, served as the convergence of four individually designated but interrelated routes which also included the Townsend Branch which ran northeast, the Bombay Hook Branch which ran eastward to the Delaware shore community of Bombay and the Kent and Queens Anne's County Railroad, for which Massey served as its the northern terminus. The successor lines of the Townsend Branch and the Kent and Queen Anne Railroad remain active freight lines; no physical evidence of the Bombay Hook Railroad remains.

On May 21, 1870, newspaper accounts reported "the Kent County Railroad is now open for freight and passengers from Townsend, Delaware to Kennedyville and a stage connects between C' town (Chestertown) and Kennedyville." A report dated October 14, 1871 noted "trains run daily (except Sunday) for freight and passengers between Worton Station and Townsend (Delaware) where connection is made with trains of the Delaware Railroad" and noting the use of stage coach from Worton to Chestertown." In April 1872 Massey's (sic) was described as being at the "juncture of the Kent and Queen Anne Railroad and we have two large hotels, three stores and several new houses but I regret to say, no church has yet been erected." Massey in the late nineteenth century was a thriving center of peach growing.

The line ran due west through the communities of Lambson, Black, Kennedyville, Still Pond, Lynch then turned in a southwest direction continuing to Worton at which point it diverged, the eastern portion continuing to its Chestertown terminus and the western portion journeying to Nicholson and a route which was alternately proposed to Rock Hall or Tolchester Beach, both communities situated on Chesapeake Bay

With exception of Chestertown, the communities through which the railroads passed would begin as and remain small crossroads settlements even to the present day. A comparison of these rural



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## Maryland Inventory of Historic Properties Form

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**Continuation Sheet**

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crossroads in 1877 and in the late 20<sup>th</sup> century (Figures 3 through 9) shows little discernable difference. Photographs indicate sparsely settled communities most barely identified even by signage, the train stations in each community long since removed. The names remain the same with the exception of Still Pond Station (to distinguish the crossroads stop from the community of Still Pond one and a half miles to the northwest) was later renamed Hepbron though the USGS map also identifies the site in smaller letters as Still Pond Station (Figure 7).

Kennedyville, in 1877 was the largest of the depot towns between Massey and Chestertown and substantially remains the crossroads community depicted on the 1877 *Atlas of Kent & Queen Anne's Counties*. The Kennedyville railroad depot was located immediately east of the main north-south road (present day SR 298). Even prior to its arrival in Kennedyville, the importance of the the railroad was noted. A newspaper notice from October 31, 1868 announced community founder Mr. John Kennedy has 19 building lots for sale at Kennedyville. "There will be a railroad station at this village, which makes it a desirable place to build. Mr. Kennedy has done much for the improvement of the village and is now building a large wheelwright and blacksmith shop." In January 1867, Kennedyville had two stores, hotel, milliners shop, blacksmith and wheelwright and a brick church." By 1877, the town consisted of one hotel, two churches, School No. 4, a post office and approximately 14 single-family dwellings. Prominent local merchants included William S. Culp, carpenter, builder and manufacturer of peach baskets, and wheelwright H. Anderson. B. P. J. Sparks, the proprietor of Sparks Mill offered "the best grades of family flour" and promised payments of "the highest cash for wheat at all times." C. H. J. Sparks, proprietor of the "Cash Store" advertised his goods were "bought for cash and can offer better bargains than can be obtained elsewhere. I intend to sell for cash or country produce. Give me a call before going elsewhere" (Lake et al).

The line's only bridge crossing, Railroad Bridge No. 8.82 carries the single rail track over an unnamed stream of Morgan Creek approximately one-half mile east of Kennedyville. The metal deck girder bridge was built in 1913 and is surrounded by agricultural land. The year of construction is incised on the east and west wing walls. At least one earlier railroad bridge carried the track over this unnamed stream; no physical evidence of an earlier crossing survives and no information has yet come to light over the appearance of this earlier bridge.

Historic evidence indicates the one-time existence of a bridge structure west of Kennedyville. "An accident occurred when the bridge between Kennedyville and Still Pond fell through on July 28, 1898 about 5:10 pm as a work train engine and two cars passed over it, killing the engineer, fireman, conductor and brakeman" (McClung). After the wreck, the Pennsylvania Railroad sent down their wrecking trains to clean up and to build a small narrow bridge to walk over. The railroad would run a train up to this bridge from Chestertown with passengers and mail and express which would have to be transferred to another train that was standing north of the bridge to continue the journey; this was also

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done for inbound passengers, etc, en route to Chestertown. After a new bridge was constructed, service was restored. No physical evidence remains of either the earlier bridge or its replacement bridge.

An 1881 description of Worton Station identified the presence of "about 40 inhabitants, two stores, a post office, blacksmith and wheel right shop, an express office and a school" and noted "more buildings are going up."

Unlike the other communities along the rail corridor, Chestertown (Figure 10) was already long established and served as the county seat of Kent County. The original Kent County Courthouse had been constructed in 1698 on land purchased by the justices of the county for that expressed purpose two years earlier. In 1730, the Maryland legislature passed a special legislative enactment "for laying out the Town a new, commonly called Chester Town in Kent County and for ascertaining the Bounds thereof." This law appointed new commissioners who were directed to secure a "person skilled in surveying" and to lay out the one hundred acre site. This plan survives largely intact, forming the basis for expansion as both the local population and economy grew. The train corridor (Figure 10) was located in a substantially undeveloped southwest portion of the community, parallel to and located approximately two blocks from the main east-west access of High Street. (Reps: 113-115)

In the late 19<sup>th</sup> century plans were advanced for route extensions to the bay front communities of Tolchester and Rock Hall. Local news accounts on June 29, 1872, reported a charter had been granted to the Bay Extension Railway Company under the Act of 1870 from the present terminus of the Kent County Railroad Company near Fairlee to extend to Rock Hall on the Chesapeake Bay. The Chestertown newspaper in its August 30 1873 issue noted "the work on the extension of the Kent County Railroad from Worton Station to the Bay Shore is being pushed forward. The Lake 1877 map (Figure 11) illustrates a portion of the proposed Rock Hill line; the section from Worton to Nicholson appears already constructed while that portion of the line below Nicholson is identified as the "proposed extension." To date, no information has come to light indicating if the built portion of this rail corridor ever saw service and the reasons for the termination of the remaining construction. The foreclosure sale of the Kent County Railroad in 1877 and its purchase by the New Jersey Southern Railroad may have been primarily responsible for the cessation of construction.

While the 1881 map of the Kent County and Smyrna and Delaware Bay Railroad (Figure 12) identifies only the portion of the line extending from Massey to Chestertown, that same company's passenger schedule for 1881 (Figure 13) indicates some time of activity taking place southwestward from Worton through Fairlee to Rock Hill and extending northward from Fairlee to a community identified as Gershom Hall. The 1899 map of the Baltimore and Delaware Bay Railroad (Figure 14) delineates a rail corridor continuing from Chestertown to Tolchester, the 1911 map (Figure 15) does not associate

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any type of rail service to either Tolchester, herein identified as Tolchester Beach, or Rock Hall. The 1915 USGS Map (Figure 15) illustrates a divergence of the B & O rail line at Worton, the line to the east headed toward Chestertown and the line to the west continuing to Nicholson but there is no evidence this Nicholson line remained or had even been in active service.

As illustrated on T. M. Fowler's 1907 Birds Eye View of Chestertown (Figure 17) the railroad entered west of Chestertown and diverged south of High Street, the main line continued line eastward to the passenger and freight stations (Figure 18) and beyond to the Chestertown railroad wharf and the Peerless Fertilizer Company (Figure 19.) The now abandoned and deteriorated Strawboard spur carried the line westward. The Strawboard spur is clearly delineated on the 1901 USGS map of Chestertown (Figure 20) which interestingly does illustrate the continuation of the rail line into Chestertown. The Strawboard spur line provided service to the American Strawboard Company Paper Mill (Figure 21), from which it derived its name, and the T. H. Topping Flour Mill, later renamed the P. M. Brooks Flour Line. (Figure 21; Photograph 64).

A right of way and track map of the Delaware Railroad Company, Chestertown Branch (1919, updated to 1955) delineates Chestertown's Strawboard Spur Line as veering off from an undeveloped rail corridor leading west-southwest, possibly a second planned but never constructed route to Rock Hall. Physical and historical evidence suggests a portion of this corridor was acquired and legally identified but only the spur line carrying across High Street and leading to American Straw Board and Baker was ever constructed

Operations on the Strawboard spur line ceased about 1978. Freight operations into Chestertown ceased about 1993, at which point the line was abandoned at its present terminus below Worton near the location of Mary Morris Road. The operational rail corridor between Massey and Worton is well maintained and continues to be used for its intended function, presently serving as a private for-profit freight carrier. The inactive portions of the rail corridor south of Worton have deteriorated; significant portions are overgrown.

## 8. Significance

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Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input checked="" type="checkbox"/> social history
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

**Specific dates** 1868-72

**Architect/Builder** Kent County Railroad

**Construction dates** 1868-72

Evaluation for:

☒ National Register

☐ Maryland Register

☐ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Chapter 148 of the 1856 Session Laws of Maryland, passed March 8, 1856, chartered the Kent County Rail Road Company, charged with building a railroad from the Chesapeake Bay or connecting the Chester River in Kent County east to a point on the north side of the Sassafras River in Cecil County or on the Queen Anne and Kent Railroad, as well as branches to any point in Kent County (Maryland Room Collection).

Construction began in March 1868, but work ceased in September 1868 owing to a shortage of funds. Work began again in April 1869, with the intention of building from the Delaware Railroad and the Queen Anne and Kent Railroad at Massey to Rock Hall (where a ferry would connect with Baltimore) with a branch to Chestertown. The line was opened from Massey to Kennedyville in April 1870. The remainder of the line from Kennedyville to Chestertown opened on February 20, 1872. On February 15, 1877 the Kent County Railroad was sold at foreclosure and bought by the New Jersey Southern Railroad (later part of the Central Railroad of New Jersey (CNJ)). The Kent County Rail Road Company, and the Smyrna and Delaware Bay Railroad officially merged on May 12, 1883 to become the Baltimore and Delaware Bay Railroad (Emory: 552-553, 555; Maryland Room Collection).

The Pennsylvania Railroad (PRR) purchased the railroad on June 25, 1902, assigning it to a subsidiary, the Philadelphia, Wilmington and Baltimore Railroad. On October 2, the property was transferred to the Delaware Railroad, another PRR subsidiary.

The Delaware Railroad was incorporated under authority of special acts of the States of Delaware and Maryland, April 13, 1887, and May 3, 1887, respectively. An agreement dated December 31, 1898, consolidated four Eastern Shore railroads: the Delaware Railroad Company, the Queen Anne's and Kent Railroad Company, as reorganized, the Delaware and Chesapeake Railway and the Cambridge and Seaford Rail Road Company (<http://broadway.pennsyrr.com/rail/PrR/Corphist/drrhist.html>).

Historic maps from the late 19<sup>th</sup> century suggests in its earliest years the railroad operated as the Kent County Railroad and the Kent County and Smyrna & Delaware Bay Railroad Figure 12). An 1881



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passenger schedule (Figure 13) illustrates the line running the width of the Delmarva Peninsula and operating as the Kent County and Smyrna & Delaware Bay Rail Road. By the turn of the 20<sup>th</sup> century, the railroad had assumed the name Baltimore and Delaware Bay Railroad (Figure 14) and by 1911 was known as the Chestertown Railroad, Delaware Division (Figure 15). In the mid to late 20<sup>th</sup> century, operations continued under the designation Pennsylvania Railroad.

As early as 1937, officials of the Pennsylvania Railroad proposed eliminating railroad passenger and mail service to and from Chestertown and all the intermediate stations on the local line claiming a monthly loss of \$1200 from passenger, mail and milk train services. Discontinuation of passenger service was averted when the Chestertown's two leading hatcheries, Bramble and Truslow, claimed removal of passenger service would hinder their business. Additionally, the United States post office ruled that mail could only be carried only passenger trains, thus eliminating a proposal for combined freight and passenger service.

On February 1, 1968, the PRR merged with arch-rival New York Central to form the Penn Central; Penn Central declared bankruptcy in June 1970 and in April 1976 Consolidated Rail Corporation, (popularly identified as Conrail) was created as a federally-funded to assume control of the major Northeast railroad companies, all of which were financially failing ([http://en.wikipedia.org/wiki/Pennsylvania\\_Railroad](http://en.wikipedia.org/wiki/Pennsylvania_Railroad): <http://en.wikipedia.org/wiki/Conrail>).

The Final System Plan which created Conrail in 1976 omitted Delmarva Peninsula rail lines which included the primary mainline between Wilmington, Delaware and Pocomoke, Maryland and several smaller branch lines, among which was the Chestertown Railroad (<http://www.mdde.com/>).

These Delmarva lines were slated to be abandoned. However, politicians from the states of Maryland and Delaware contracted with Conrail to operate these struggling branches as a subsidized "designated operator" with ownership retained by Penn Central. After one year of operation the expense of subsidizing these lines at Conrail's high cost led the state governments to seek a lower cost short line as a "designated operator." In August 1977, as the Conrail startup was still in full swing, the Maryland and Delaware Railroad Company (MDDE) was created. Soon after its organization, the firm was selected as the "designated operator" of three branches in its namesake states under contract with the Maryland Department of Transportation (<http://www.mdde.com/>).

The MDDE line originally included the Cambridge-Seaford Line, the now abandoned route between Clayton, Delaware and Easton, Maryland and the Chestertown-Centreville Line which runs between the Conrail interchange in Townsend, Delaware and Massey, Maryland, at which point the rail line divides into two branches, this branch to Chestertown and the second and longer branch to Centreville. The

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Maryland portion of these lines was subsequently purchased by the State of Maryland. Currently, the MDDE operates over 120 miles of track throughout the States of Maryland and Delaware (<http://www.mdde.com>).



## 9. Major Bibliographical References

Inventory No. K- 700

### Publications:

Kent County Historical Society Library, Clippings File  
The Maryland Room Collection, Talbot County Library, Clippings Files.  
Emory, Frederic, Queen Anne's County, Maryland, Its Early History and Development (Queenstown: Queen Anne's County Historical Society, 1981)  
Fluharty, A. L., Eastern Shore Railroads, unpublished document from the Maryland Room Collection, Talbot County Public Library.  
How to Apply the National Register Criteria for Evaluation (Washington, D. C. U.S. Department of the Interior, National Park Service, 1998)  
McClelland, Linda Flint, Keller, J. Timothy, Keller, Genevieve P. and Melnick, Robert Z. Guidelines for Evaluating and Documenting Rural Historic Landscapes (Washington, D. C. U.S. Department of the Interior, National Park Service, 1989, revised 1999)  
McClung, Cooky, "Kenndyville - Bustling Railroad Crossing to Quiet Community" newspaper clipping, Kent County Historical Society  
Reps, John W., Tidewater Towns, City Planning in Colonial Virginia and Maryland (Williamsburg: The Colonial Williamsburg Foundation, 1972)  
Usilton, Fred G. City on the Chester, History of Chestertown, Kent County, Maryland (Chestertown: William B. Usilton & Son, 1899)

### Maps:

"Chestertown, Kent County, Maryland" (New York: Sanborn Map Company, 1908).  
Fowler, T. M., "Birds Eye View of Chestertown, Ken County, Maryland" (Morrisville, PA: Fowler and Kelley, 1907)  
Lake, Griffing and Stevenson, "An Illustrated Atlas of Kent and Queen Anne's Counties" (Philadelphia: 1877)  
Lake, Griffing and Stevenson, "An Illustrated Atlas of Kent and Queen Anne's Counties" (1877) as reprinted in "The 1877 Atlases and Other Early Maps of the Eastern Shore of Maryland" (Salisbury: The Wicomico Bicentennial Commission, 1976).  
"Map of the Pennsylvania Railroad Company's Lines East of Pittsburgh and Erie, Dated July 1, 1899"  
"Philadelphia, Wilmington & Baltimore Railroad System, 1881; New York P & N Railroad, 1884"  
"Pennsylvania Railroad and its Connections, December 1, 1911"  
United States Geological Service, "Atlas, State of Maryland," Betterton,, Maryland, Edition of 1900.  
United States Geological Service, "Atlas, State of Maryland," Chestertown,, Maryland, Edition of 1901.

### Web Site:

Maryland and Delaware Railroad Company, <http://www.mdde.com/>

## 10. Geographical Data

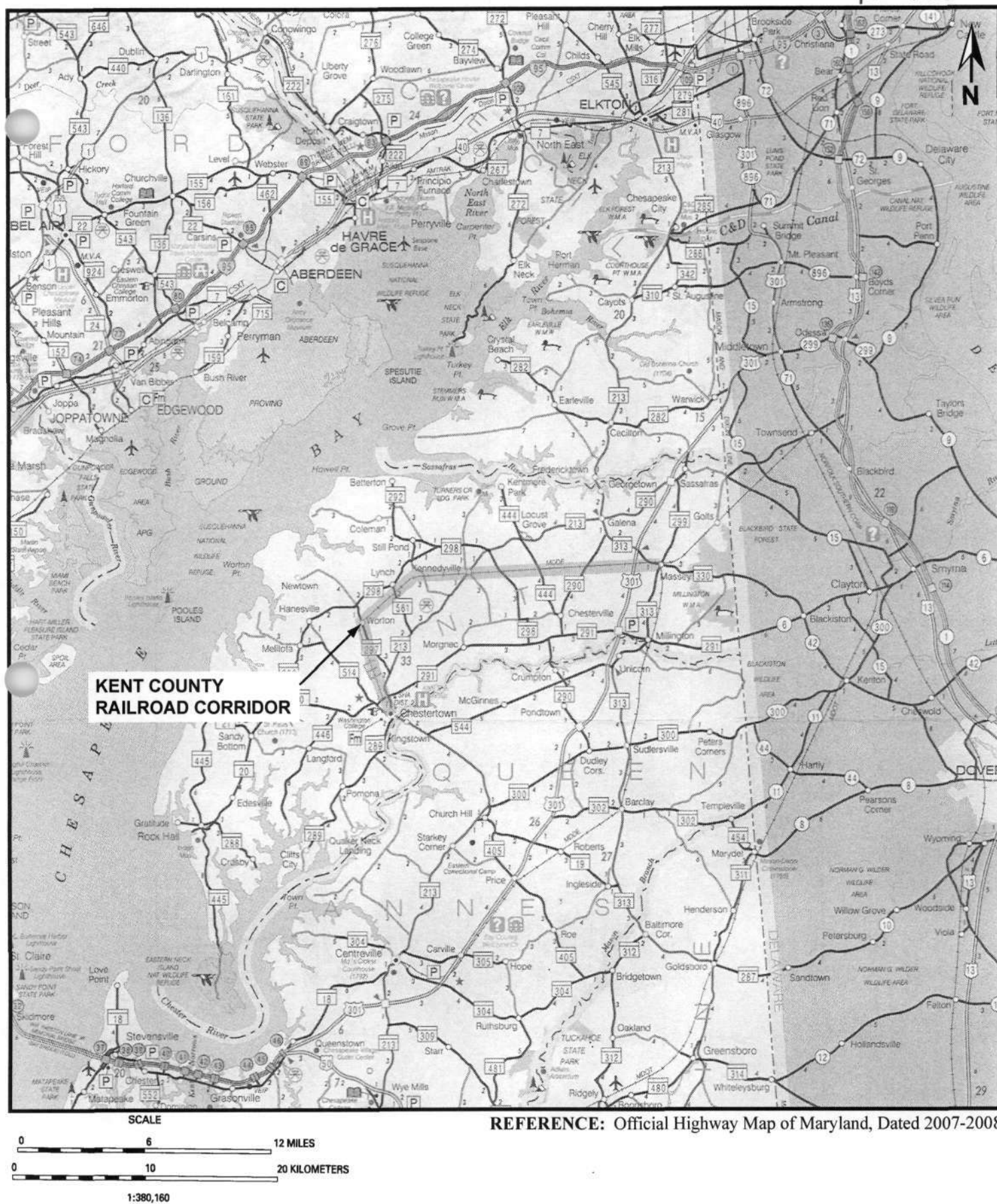
Acreage of surveyed property	<u>N/A</u>	Quadrangle name	<u>Millington, Md.-Del,</u>
Acreage of historical setting	<u>N/A</u>		<u>Galena, Md., Betterton, Md.,</u>
			<u>Chestertown, Md</u>

### Verbal boundary description and justification

This resource consists of the right-of-way of the Kent County Railroad. The northern boundary of the railroad begins at Massey,, and extends approximately 18 miles traversing through primarily rural, agricultural lands of Kent County embracing the cross roads communities of Lambson, Black, Kenndyville, Hebron (formerly Stillpond Station), Lynch and Worton before ending approximately 1.5 mile southwest of Worton at the present terminus of rail activity. Contributing features include the single line track, associated road crossings, and signage, the line's sole railroad bridge located east of Kennedyville and associated track switch equipment and spur lines. Those portions of the line located below the terminus of present rail activity in Worton and continuing to the original line terminus in Chestertown are excluded from this boundary as this portion of the rail corridor no longer reflects the historic and physical features associated with the railroad.

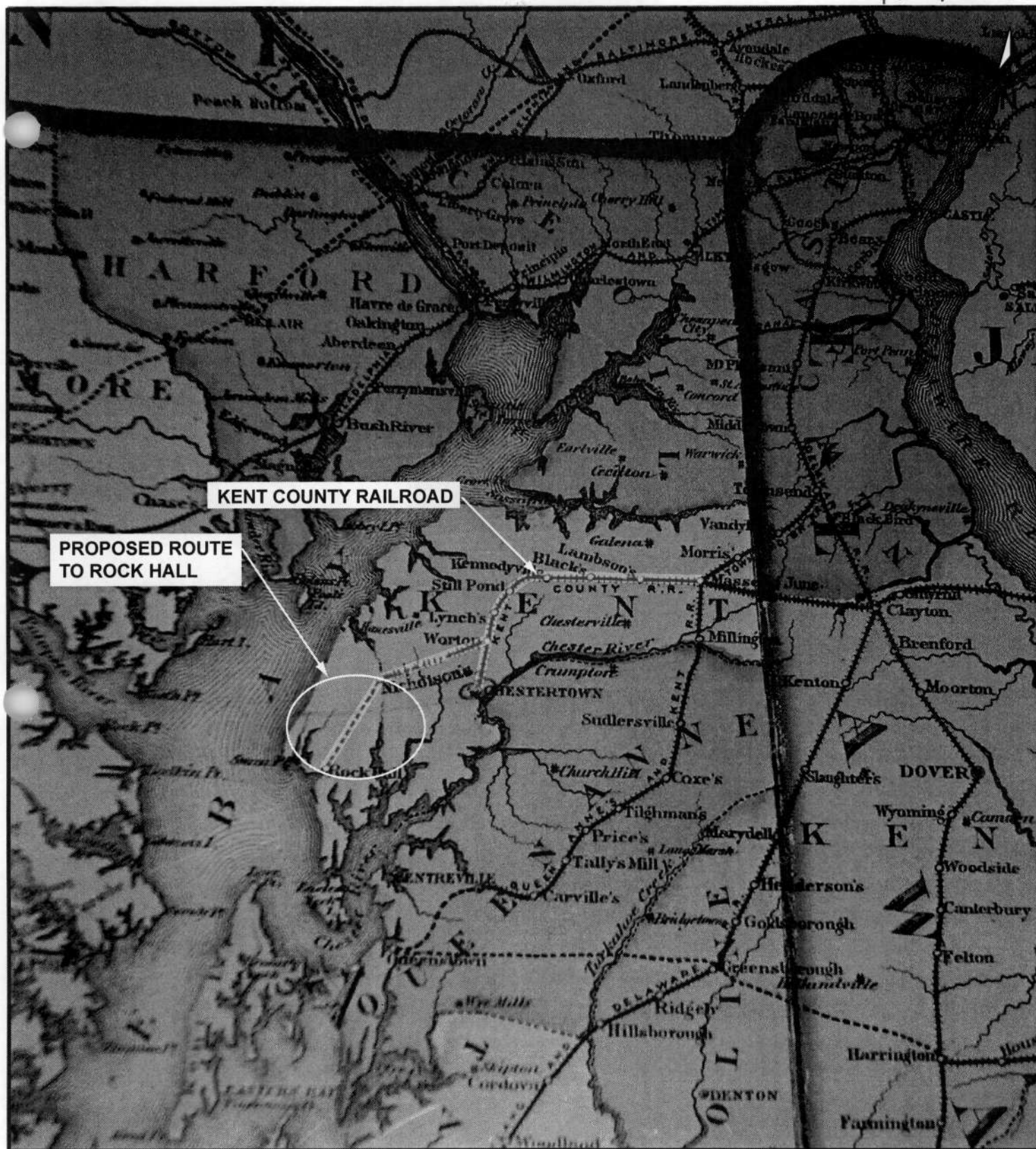
## 11. Form Prepared by

name/title	Joseph Schuchman		
organization	STV Inc date March 4, 2008		
street & number	7125 Ambassador Road, Suite 200	telephone	(410) 944-9112
city or town	Baltimore	state	MD



**FIGURE 1**  
**LOCATION OF KENT COUNTY RAIL CORRIDOR**  
**MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM**  
**K-700 KENT COUNTY RAILROAD CORRIDOR, KENT COUNTY**





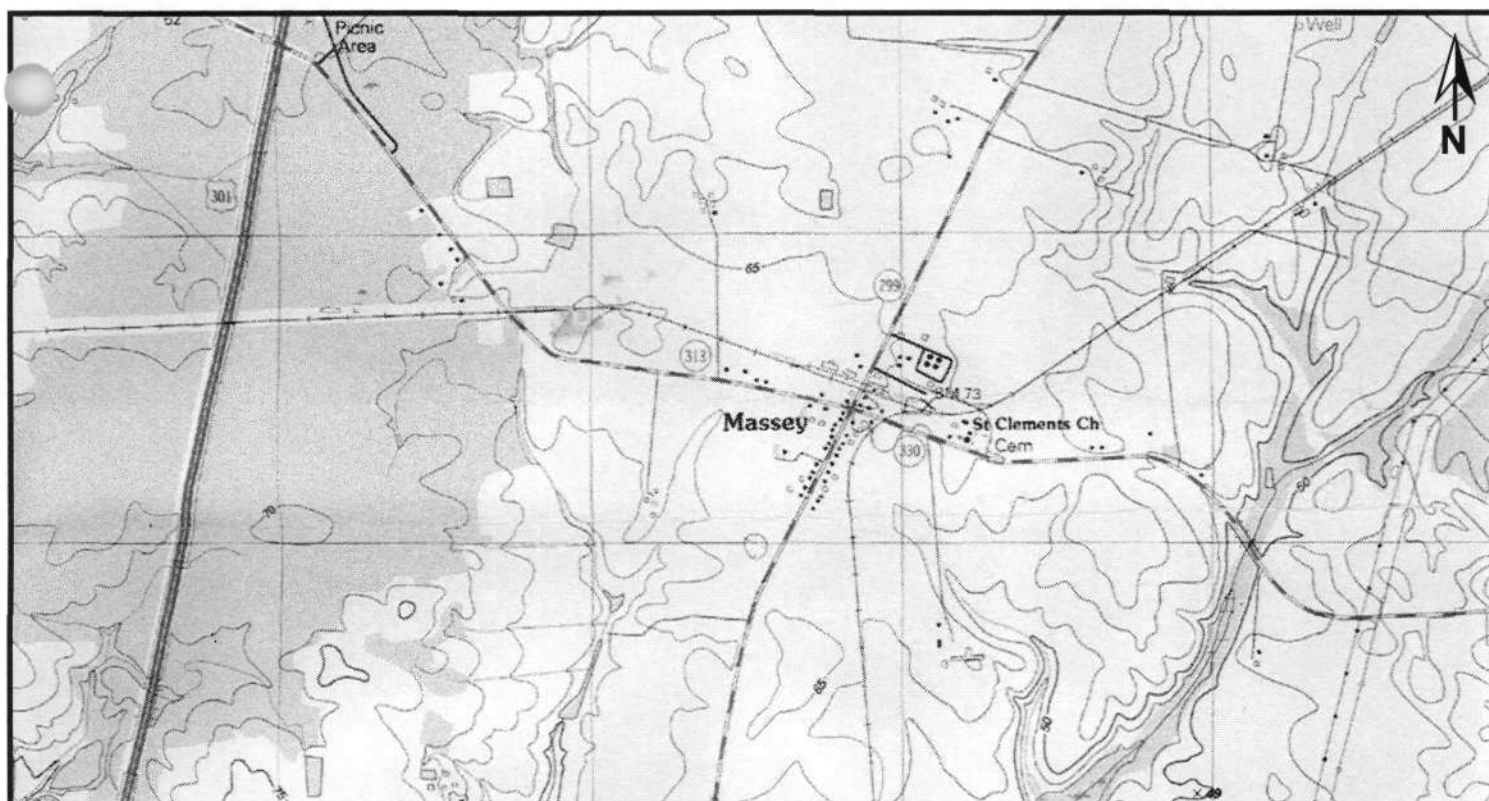
SCALE UNKNOWN

REFERENCE: 1877 Lake, Grifing & Stevenson "Atlas of Kent and Queen Anne's Counties"

**FIGURE 2**  
**1877 DEPICTION OF KENT COUNTY RAILROAD CORRIDOR**  
**MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM**  
**K-700 KENT COUNTY RAILROAD CORRIDOR, KENT COUNTY**

A detailed historical map of the Massey's P.O. area in Kent, showing various residents, roads, and railway branches. The map includes labels for 'MASSEYS P.O.', 'TOWNSEND BRANCH', 'BOMBAY HOOD BRANCH', and 'KENT CO. R.R.'. Numerous names of residents are scattered throughout, such as 'Mrs. A.F. Taylor', 'R.W. Cochran', 'J. Price', and 'C.S. Hurlock'. The map also shows 'School', 'Meth. Ch.', and 'Lambourn Station'.

**REFERENCE:** Lake et al Illustrated Atlas of Kent and Queen Ann Counties, 1877

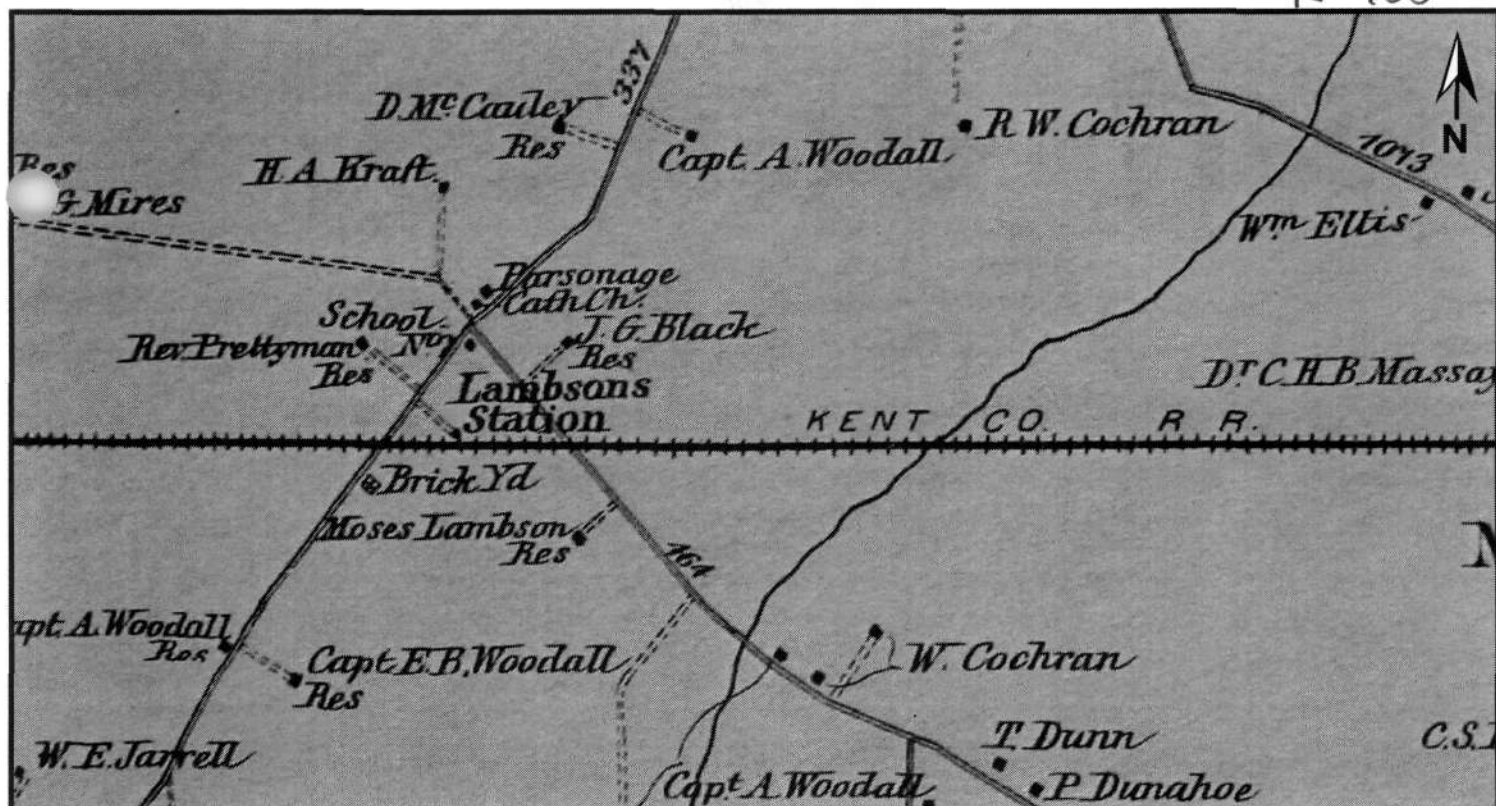


**REFERENCE:** United States Department of Interior Geological Survey  
Millington, MD-DEL (1993) Quadrangle

**MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM  
K-700 KENT COUNTY RAILROAD CORRIDOR, KENT COUNTY**

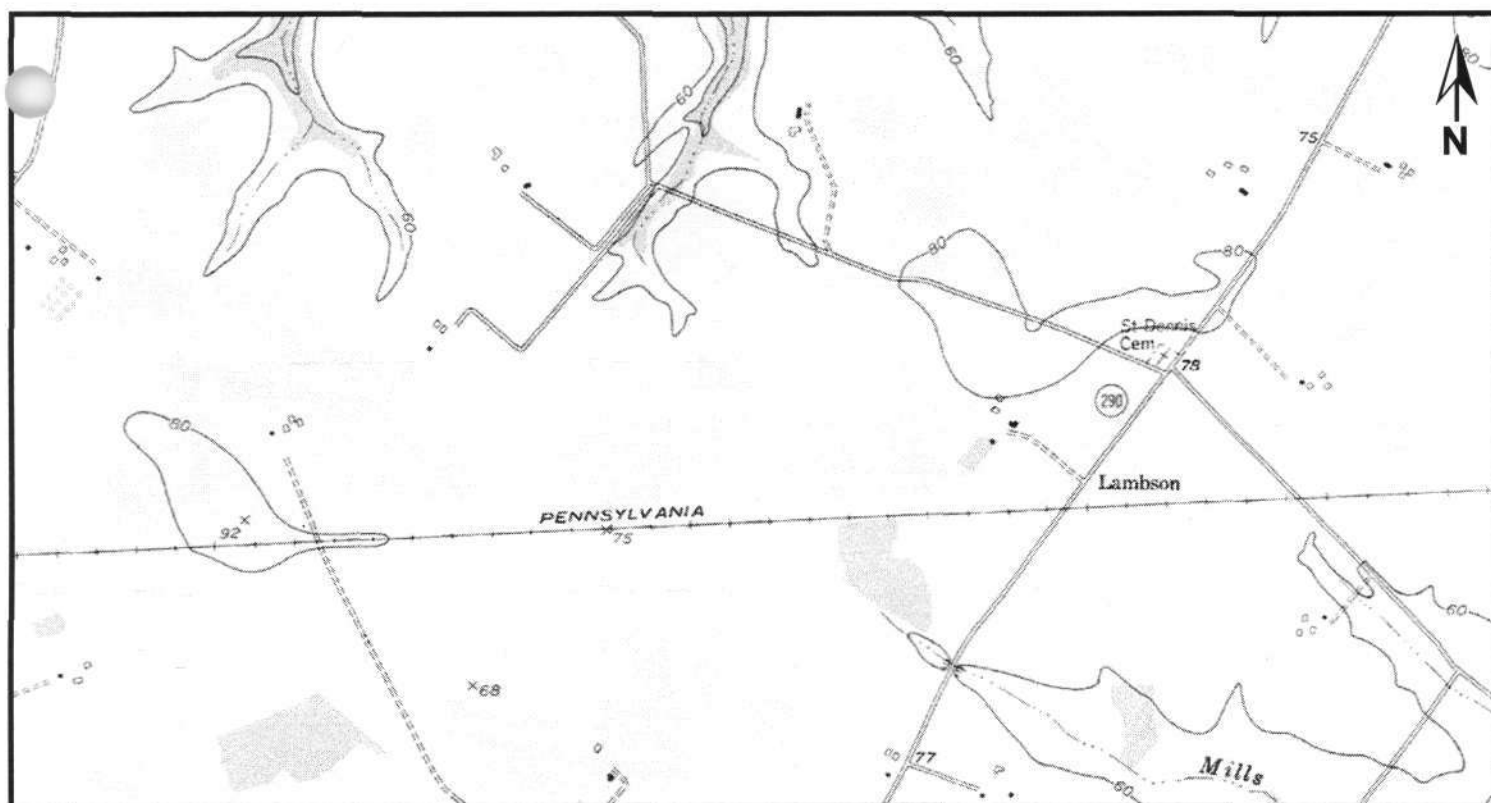


K-700



SCALE UNKNOWN

REFERENCE: Lake et al Illustrated Atlas of Kent and Queen Ann Counties, 1877



SCALE: 1" = 2,000'

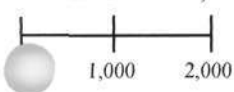
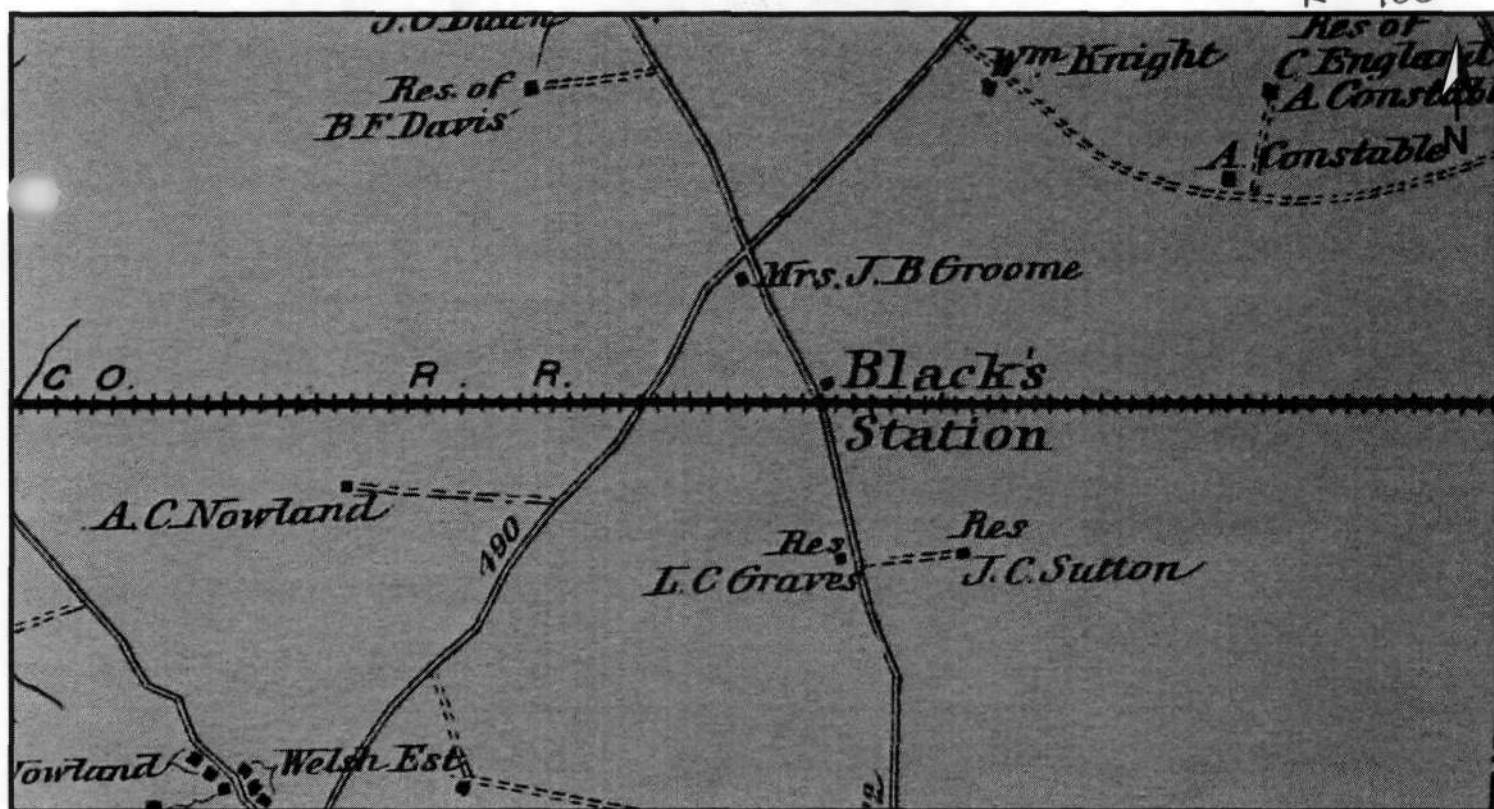
REFERENCE: United States Department of Interior Geological Survey  
Galena, MD (1953, Photinspected 1974) Quadrangle

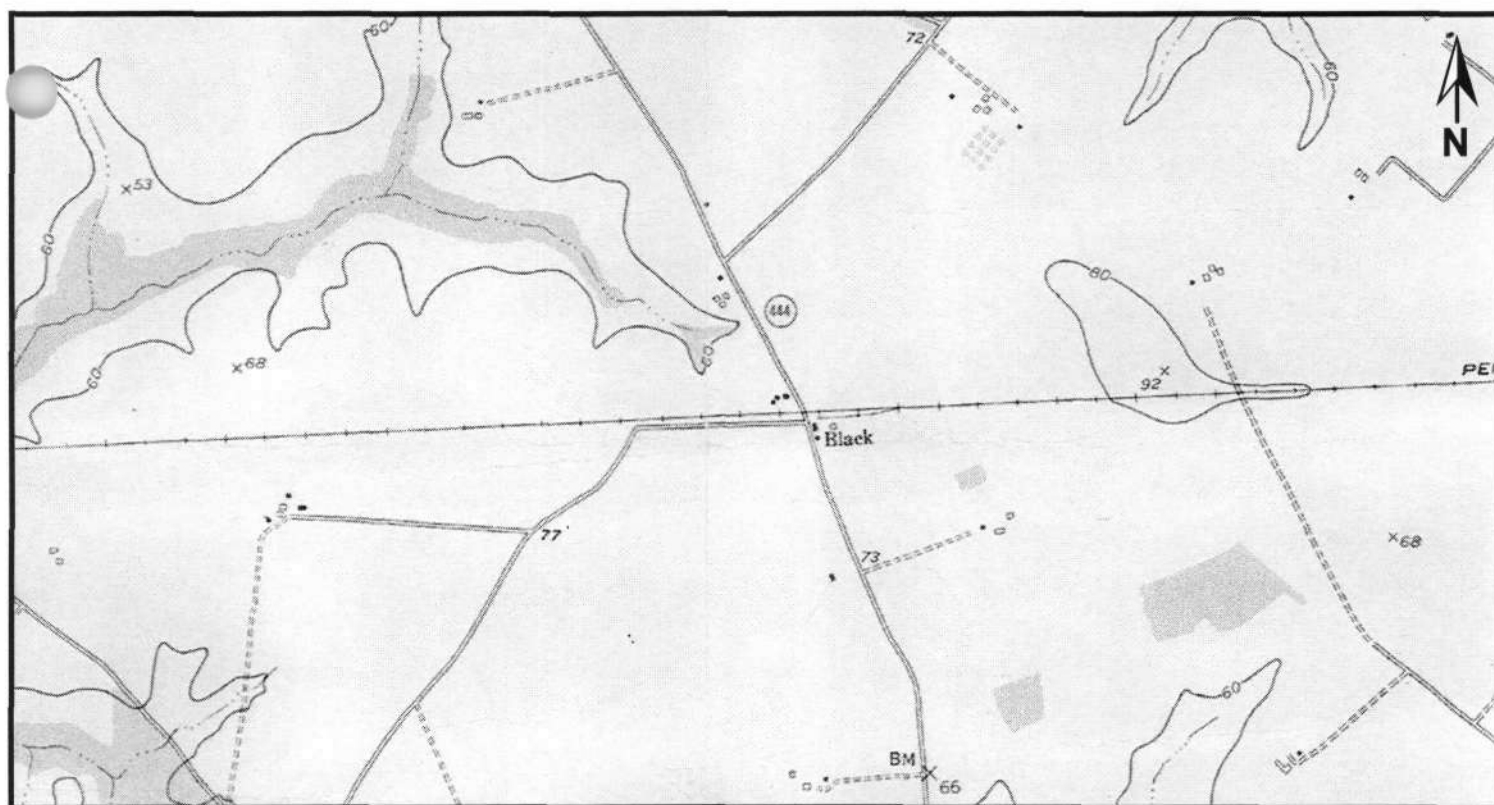
FIGURE 4  
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MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM  
K-700 KENT COUNTY RAILROAD CORRIDOR, KENT COUNTY

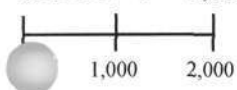


SCALE UNKNOWN

REFERENCE: Lake et al Illustrated Atlas of Kent and Queen Ann Counties, 1877



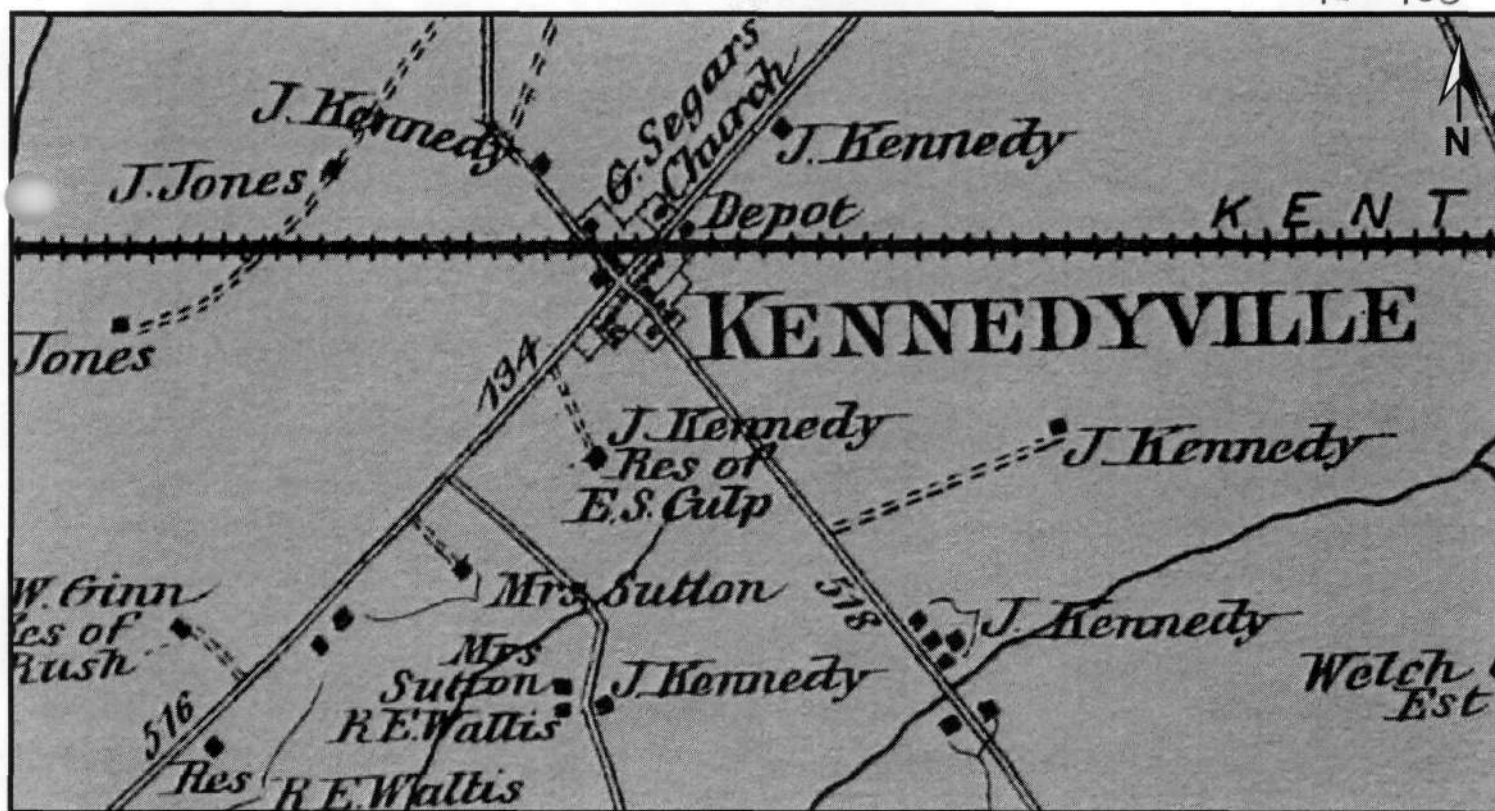
SCALE: 1" = 2,000'



REFERENCE: United States Department of Interior Geological Survey  
Galena, MD (1953, Photinspected 1974) Quadrangle

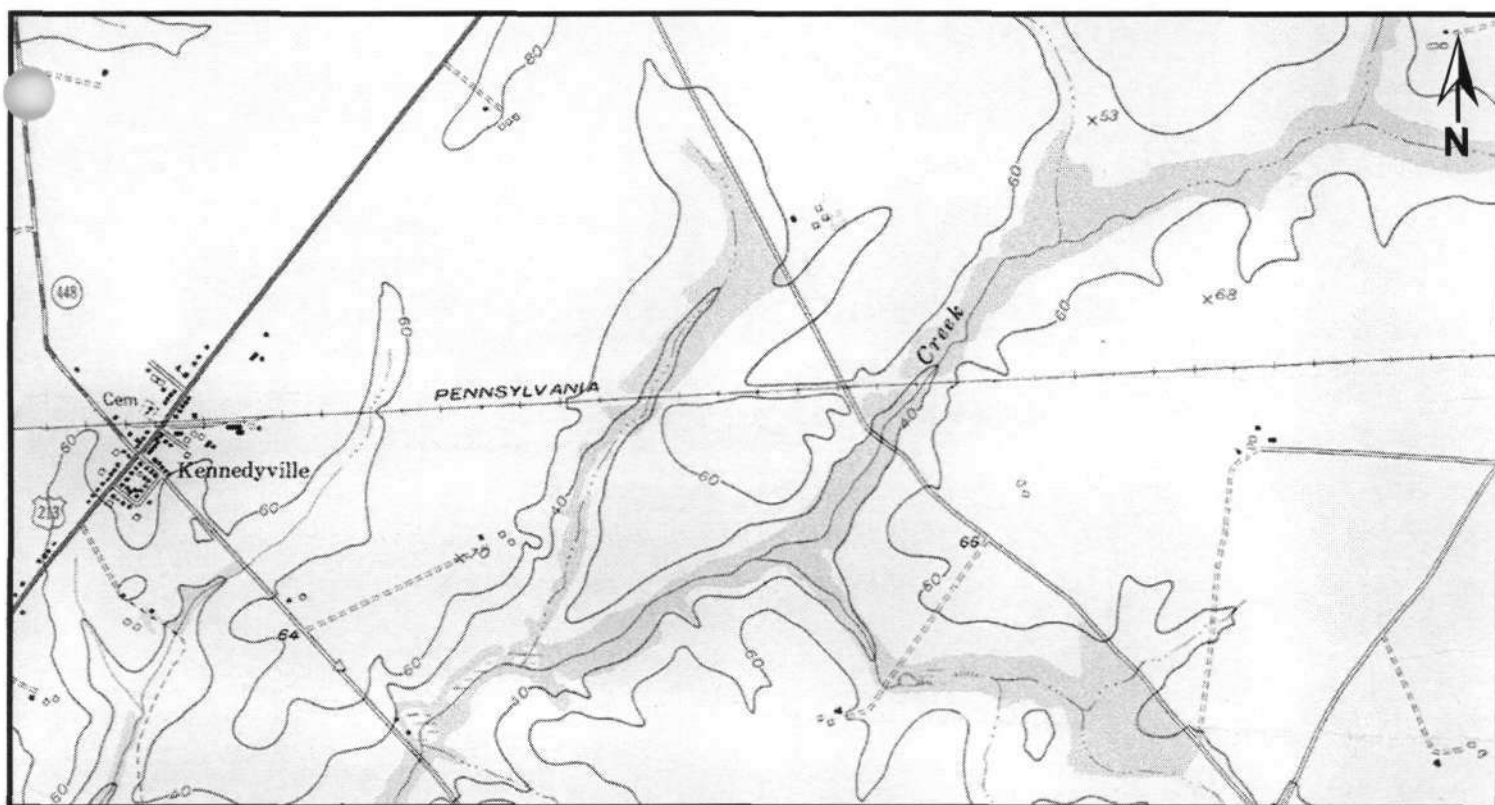
**FIGURE 5**  
**BLACK**  
**MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM**  
**K-700 KENT COUNTY RAILROAD CORRIDOR, KENT COUNTY**





SCALE UNKNOWN

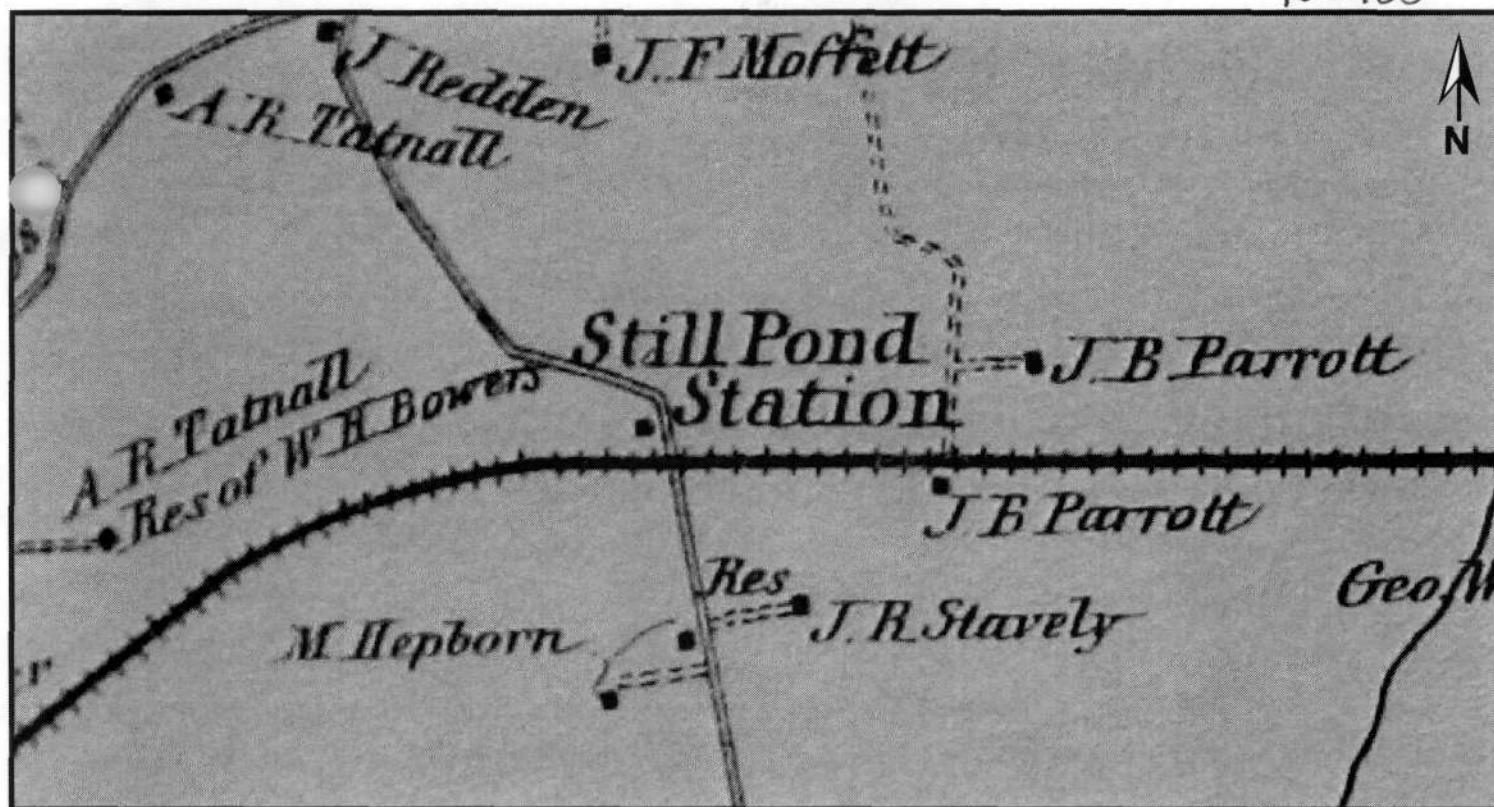
REFERENCE: Lake et al Illustrated Atlas of Kent and Queen Ann Counties, 1877



SCALE: 1" = 2,000'

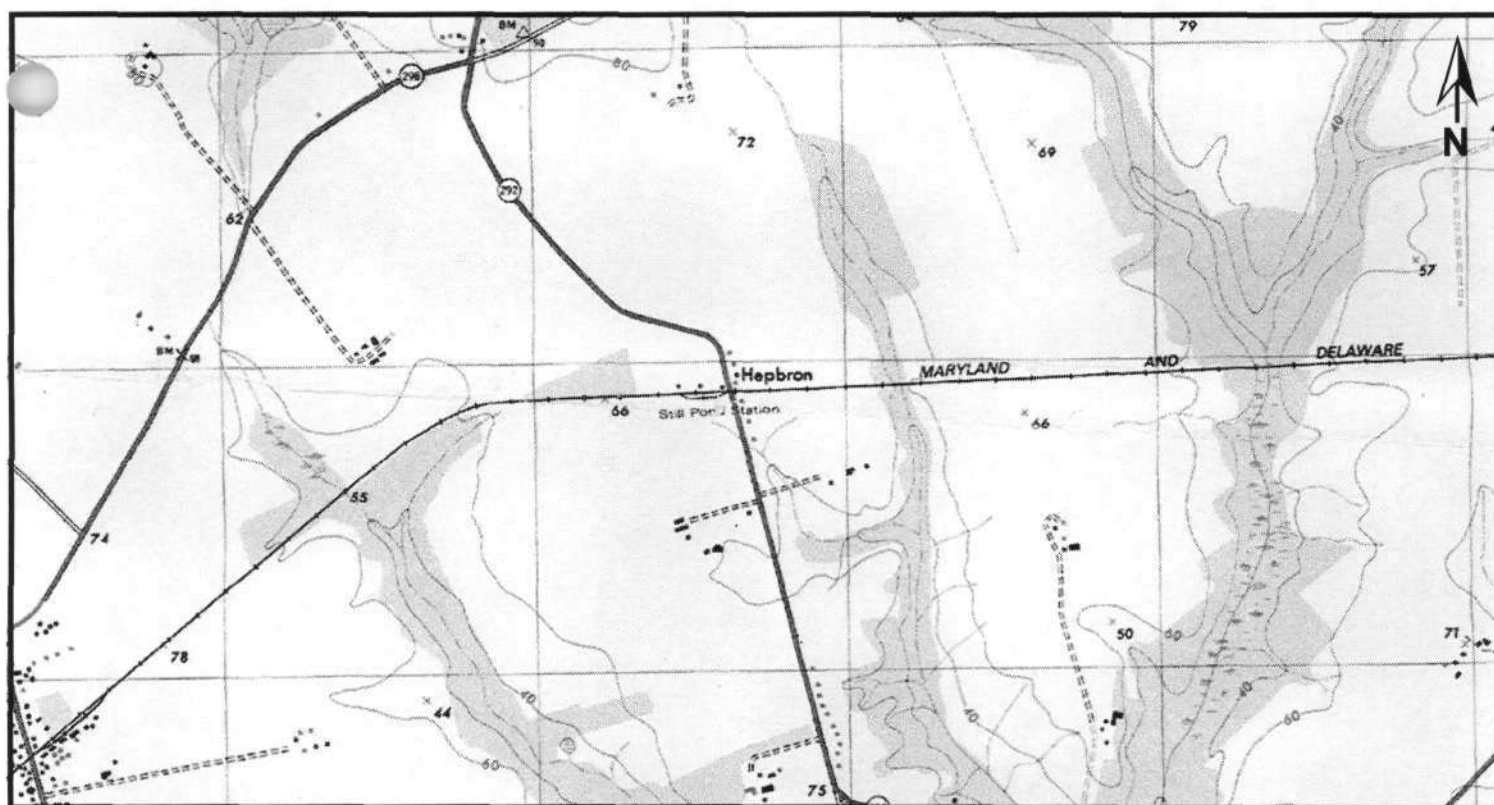
REFERENCE: United States Department of Interior Geological Survey  
Galena, MD (1953, Photoinspected 1974) Quadrangle

**FIGURE 6**  
**KENNEDYVILLE**  
**MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM**  
**K-700 KENT COUNTY RAILROAD CORRIDOR, KENT COUNTY**



SCALE UNKNOWN

REFERENCE: Lake et al Illustrated Atlas of Kent and Queen Ann Counties, 1877

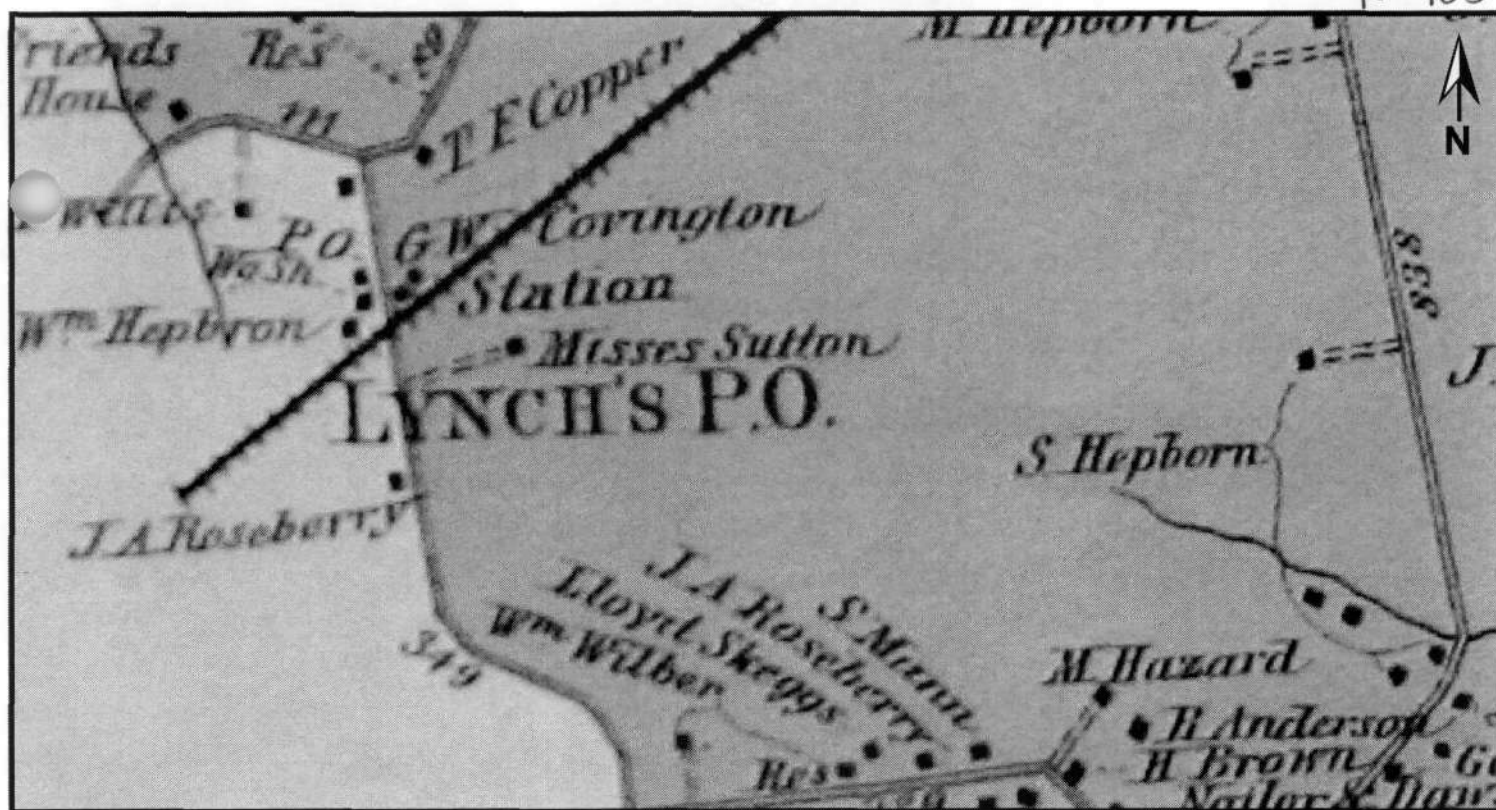


SCALE: 1" = 2,000'

REFERENCE: United States Department of Interior Geological Survey  
Betterson, MD (1948, Photorevised 1986) Quadrangle

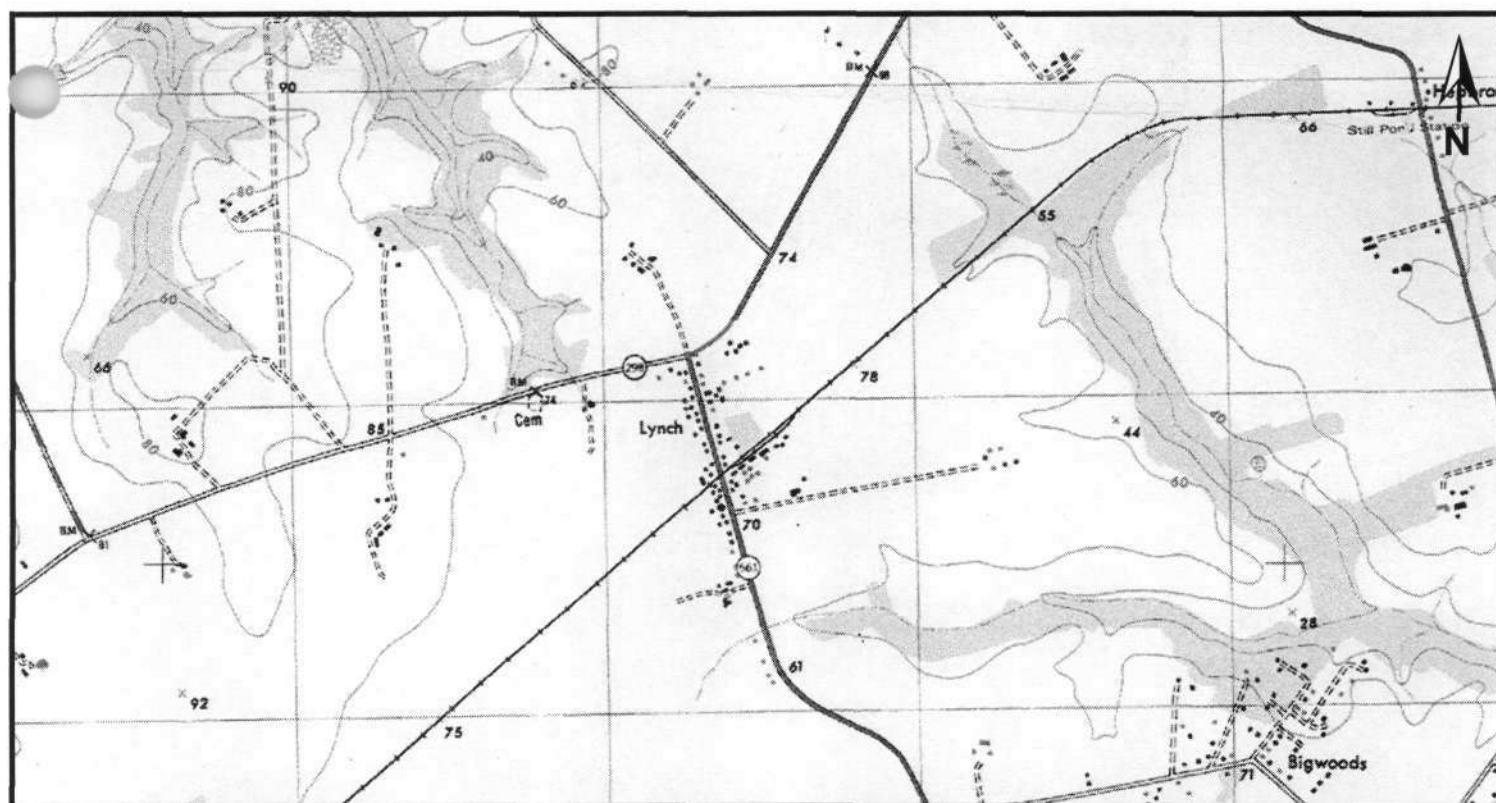
FIGURE 7  
STILL POND

MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM  
K-700 KENT COUNTY RAILROAD CORRIDOR, KENT COUNTY

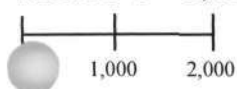


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REFERENCE: Lake et al Illustrated Atlas of Kent and Queen Ann Counties, 1877



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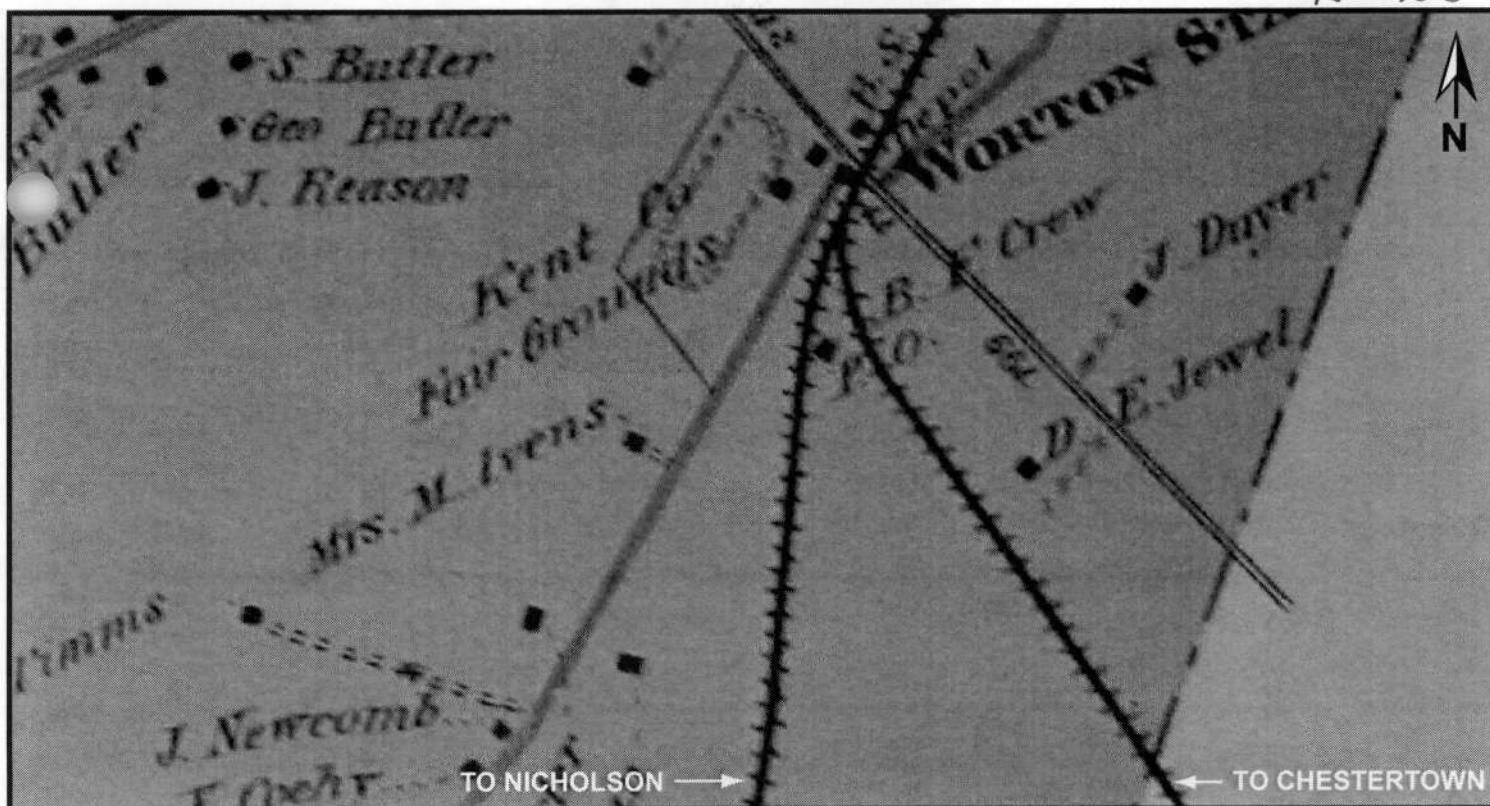


REFERENCE: United States Department of Interior Geological Survey  
Betterton, MD (1948, Photorevised 1986) Quadrangle

**FIGURE 8**  
**LYNCH**

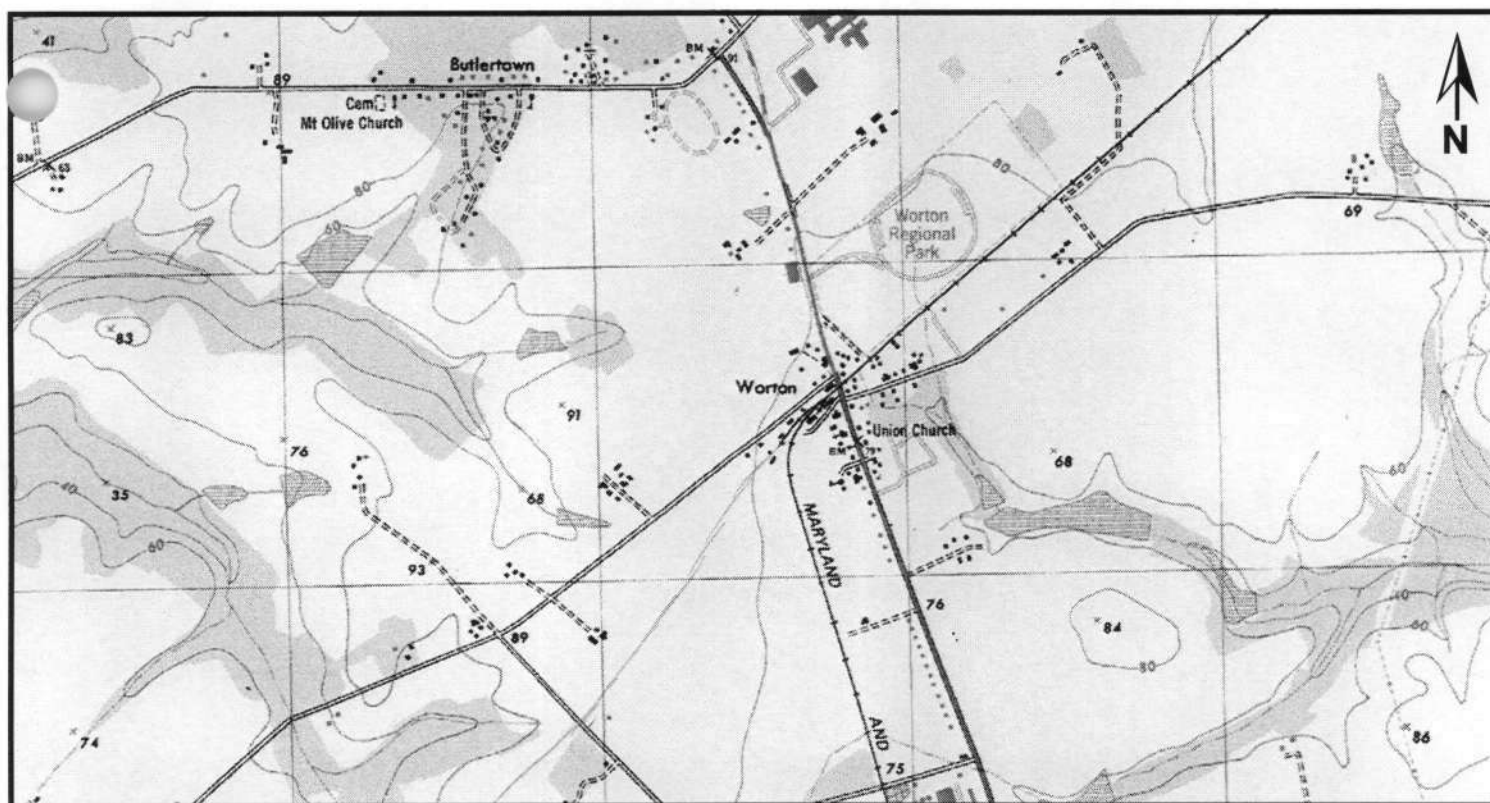
**MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM**  
**K-700 KENT COUNTY RAILROAD CORRIDOR, KENT COUNTY**





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REFERENCE: Lake et al Illustrated Atlas of Kent and Queen Ann Counties, 1877

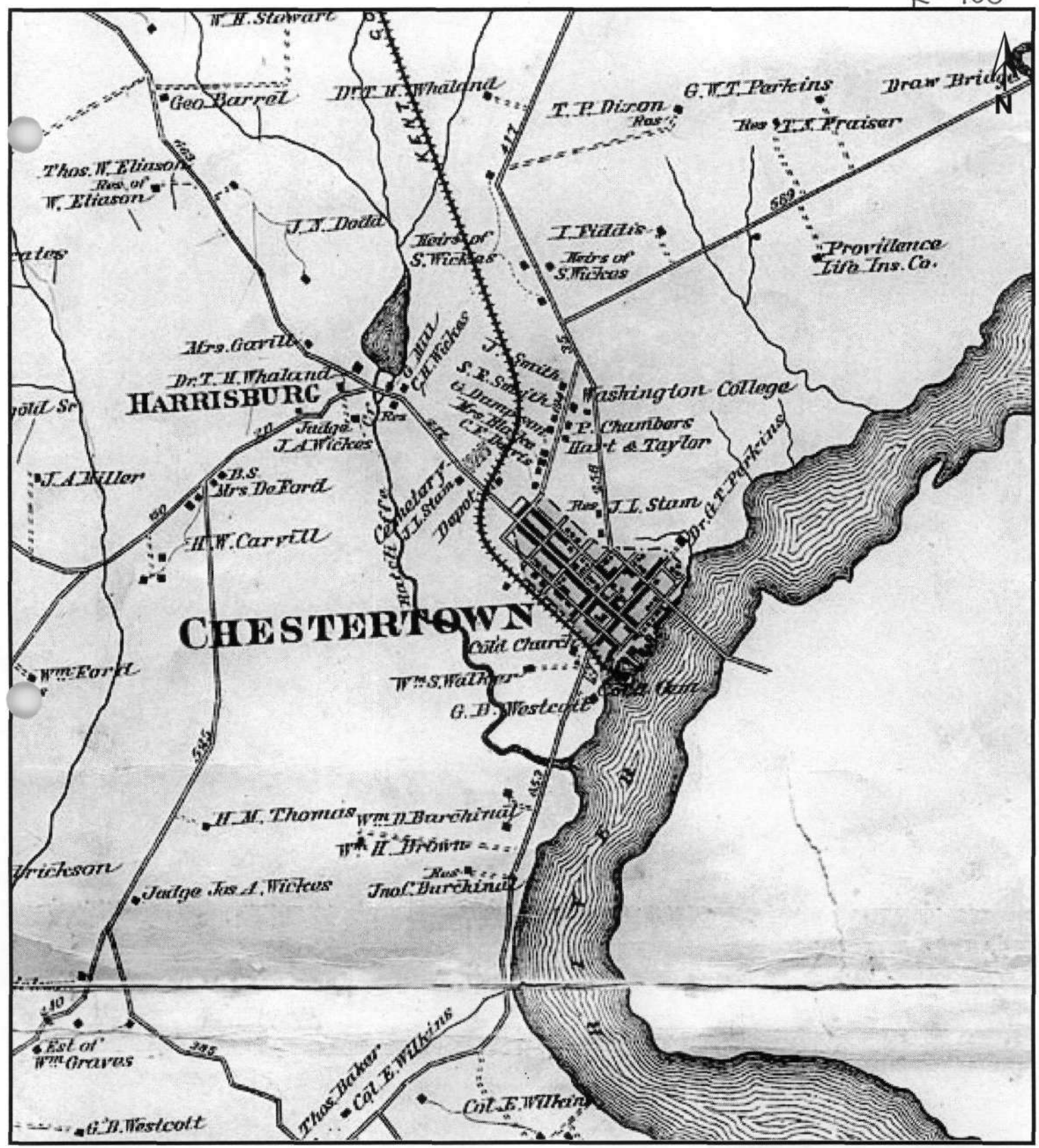


SCALE: 1" = 2,000'

REFERENCE: United States Department of Interior Geological Survey  
Betterton, MD (1948, Photorevised 1986) Quadrangle

### FIGURE 9 WORTON

MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM  
K-700 KENT COUNTY RAILROAD CORRIDOR, KENT COUNTY

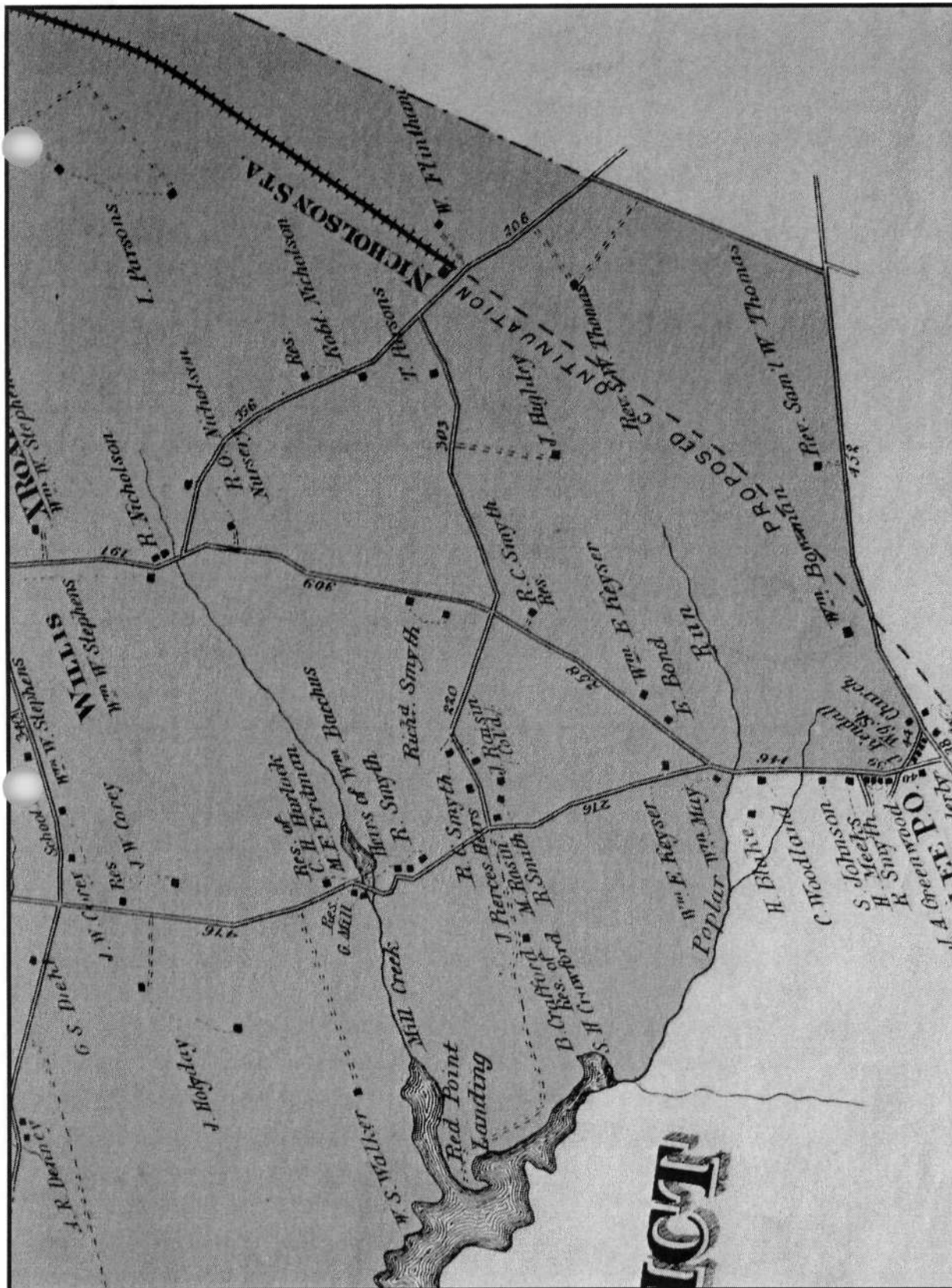


NO SCALE

REFERENCE: 1877 Map of Chestertown

FIGURE 10  
KENT COUNTY RAILROAD, CHESTERTOWN  
MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM  
K-700 KENT COUNTY RAILROAD CORRIDOR, KENT COUNTY

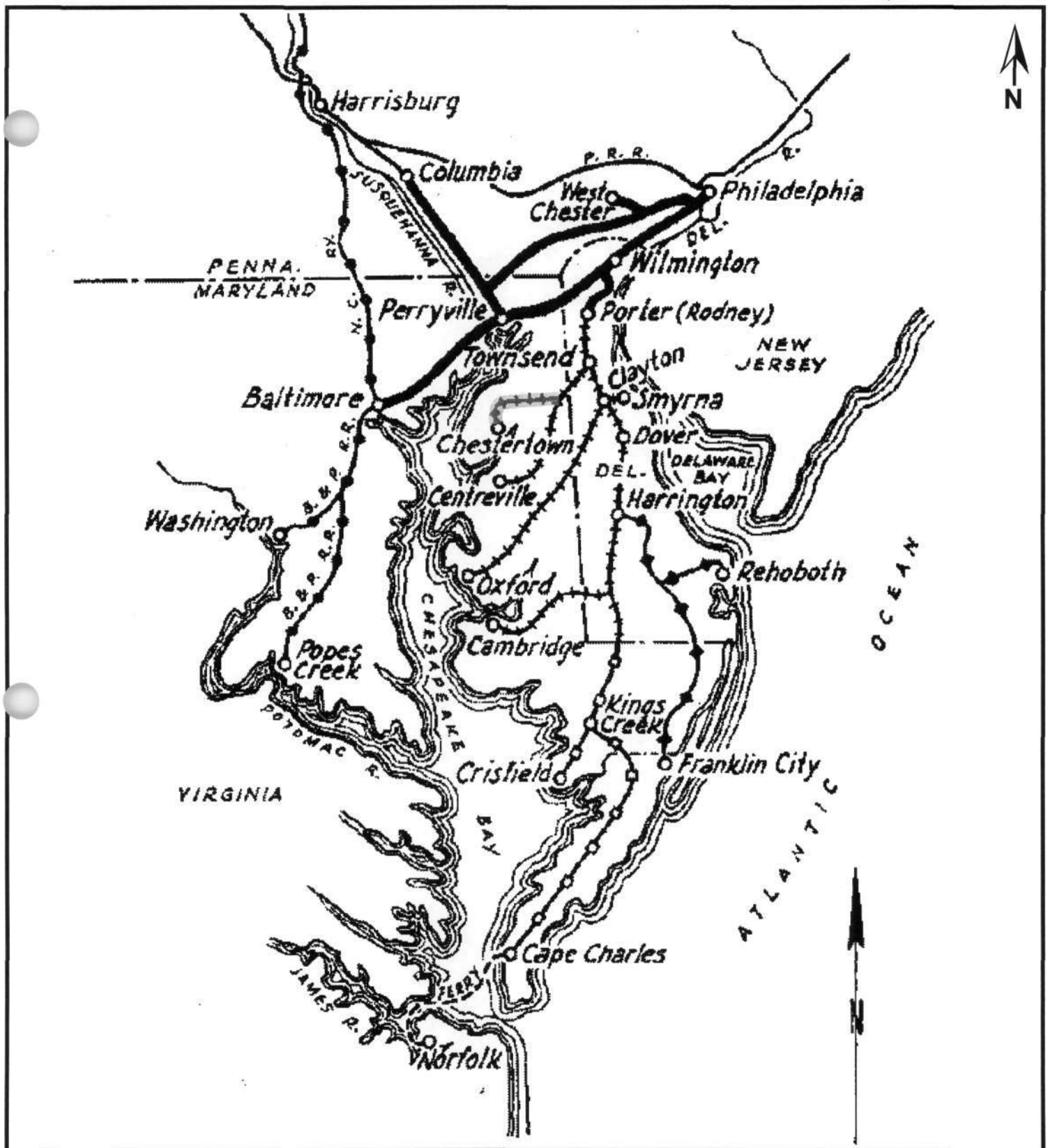




**REFERENCE:** Lake et al Illustrated Atlas of Kent and Queen Ann Counties, 1877

**FIGURE 11**  
**1877 DEPICTION OF NO LONGER EXISTENT RAIL LINE FROM WORTON TO NICHOLSON**  
**AND LOCATION OF THE PROPOSED (NEVER COMPLETED) CONTINUATION OF LINE**  
**FROM NICHOLSON TO ROCK HALL**  
**MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM**  
**K-700 KENT COUNTY RAILROAD CORRIDOR, KENT COUNTY**

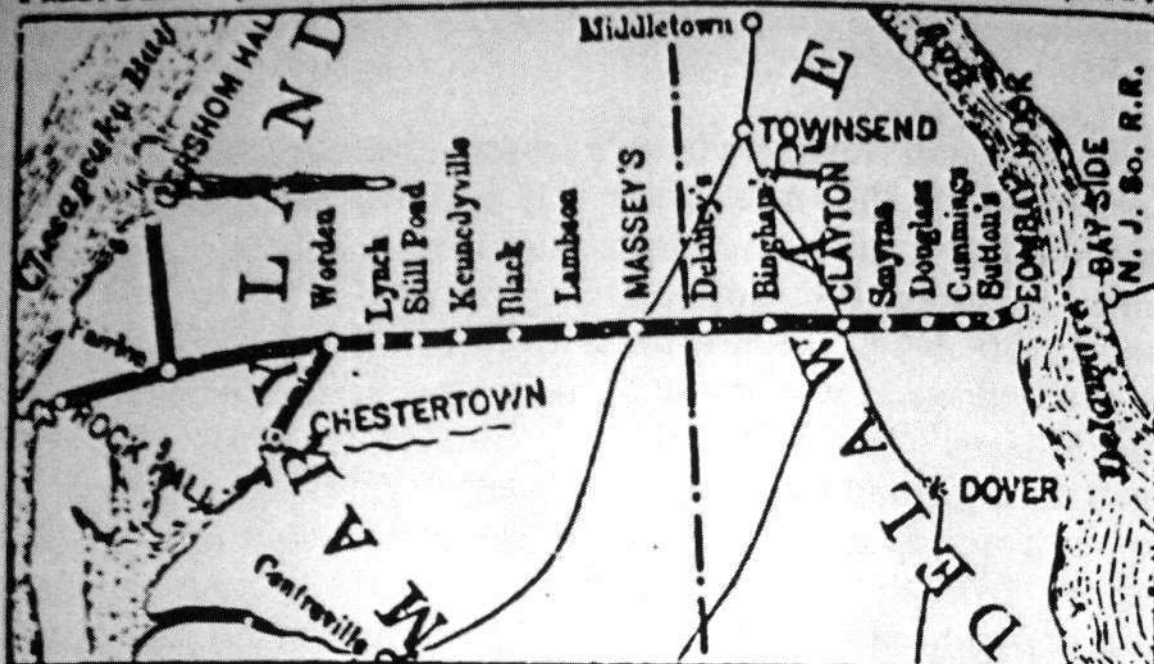




REFERENCE: Philadelphia, Wilmington & Baltimore Railroad System, 1881  
New York P&N Railroad, 1884

**FIGURE 12**  
**KENT COUNTY AND SMYRNA & DELAWARE BAY RAILROAD - 1881**  
**MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM**  
**K-700 KENT COUNTY RAILROAD CORRIDOR, KENT COUNTY**

# **KENT CO. AND SMYRNA & DELAWARE BAY R.R.** **JOHN F. BINGHAM, President.** | **C. M. HURLEY, Secretary & Treas.** **FRED. GERKER, Gen. Manager.** | **General Offices—Chestertown, Md.**



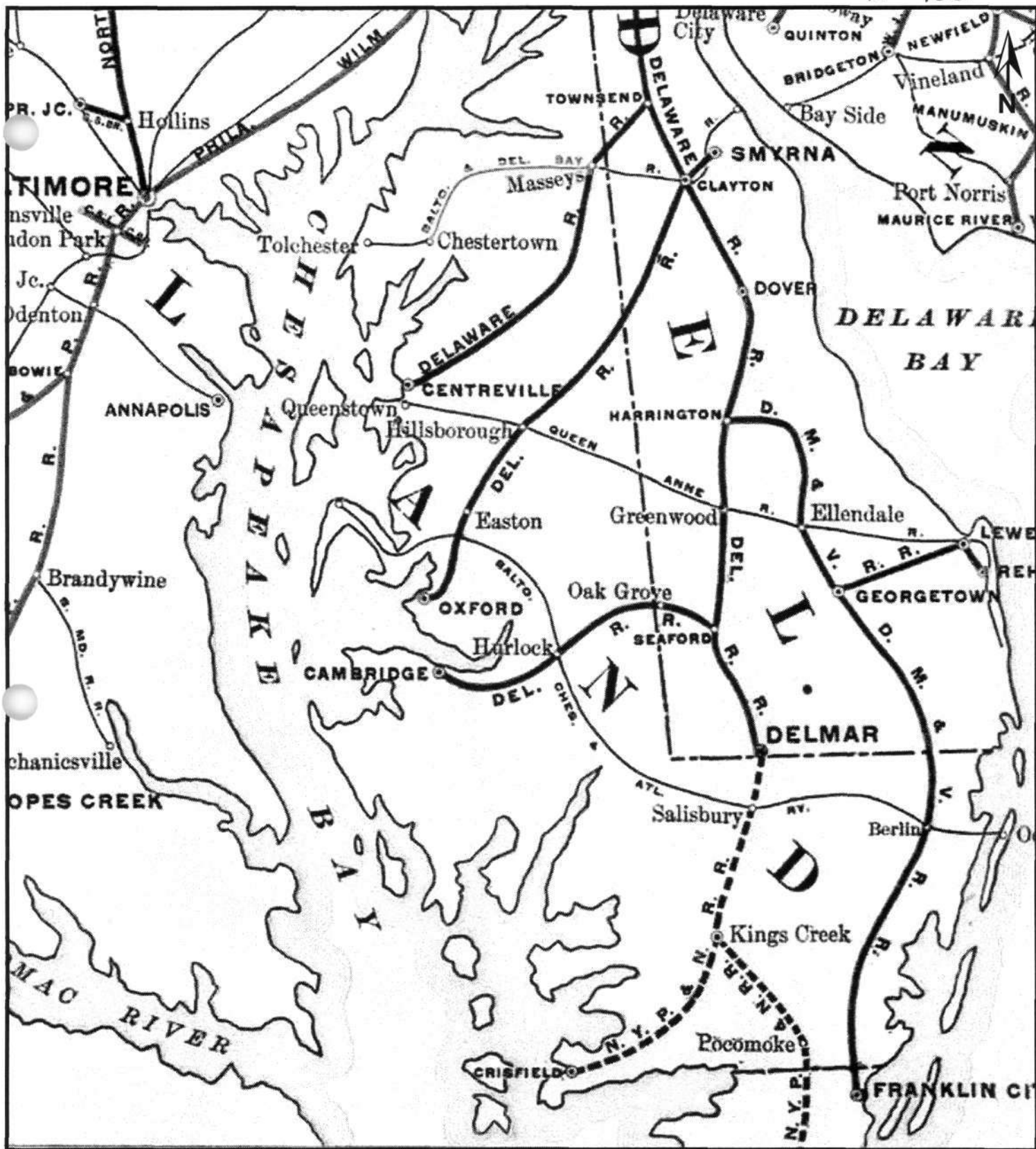
Pas. Pas. Pas. M	September 20, 1880.		M Pas. Mix.
P. M. A. M. A. M.	LEAVE	[ARRIVE	P. M. P. M.
8 23 7 05 10 05	..... Baltimore.....	3 28 8 23	
8 15 8 10 11 45	lve Philadelphia arr	2 55 8 25	
P. M. A. M. P. M.	(Philadelphia time.)	P. M. P. M.	
8 28 9 35 1 05	lve. Wilmington. arr	12 07 8 05	
7 35 10 02 2 06	lve. Middletown arr.	11 26 8 30	
8 10 9 11 10 2 40	o. lve. Bombay Hook. ar	42 10 35	
8 25 11 25 2 55	lve... Clayton <sup>1</sup> .. arr.	32 10 35	
8 38 11 40 3 00	..... Bingham's.....	28 10 35	
8 50 11 55 3 15	..... Delaney's.....	25 10 15	
9 05 12 10 3 30	<b>Massey's Junc.<sup>2</sup></b>	22 10 00	
9 15 12 20 3 40	..... Lambson.....	18 9 45	
9 28 12 35 3 50	..... Black.....	15 9 30	
9 40 12 45 4 00	..... Kennedyville.....	12 9 15	
9 45 1 00 4 10	..... Still Pond.....	9 00 00	
10 00 1 15 4 30	..... Lynch.....	7 8 55	
	..... Worton.....	5 8 45	
	..... Chestertown.....	0 8 30	
P. M. P. M. P. M.	ARRIVE	[LEAVE	A. M. P. M.

\* Daily; † Thursday only; \*\* daily, except Thursday.

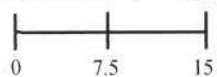
duced from THE OFFICIAL GUIDE © February, 1881 N.R.P. Co.

REFERENCE: Passenger Schedule for Kent County, Smyrna and Delaware Bay Railroad; dated February 1881

FIGURE 13  
 PASSENGER SCHEDULE - 1881  
 KENT COUNTY AND SMYRNA & DELAWARE BAY RAILROAD  
 MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM  
 K-700 KENT COUNTY RAILROAD CORRIDOR, KENT COUNTY



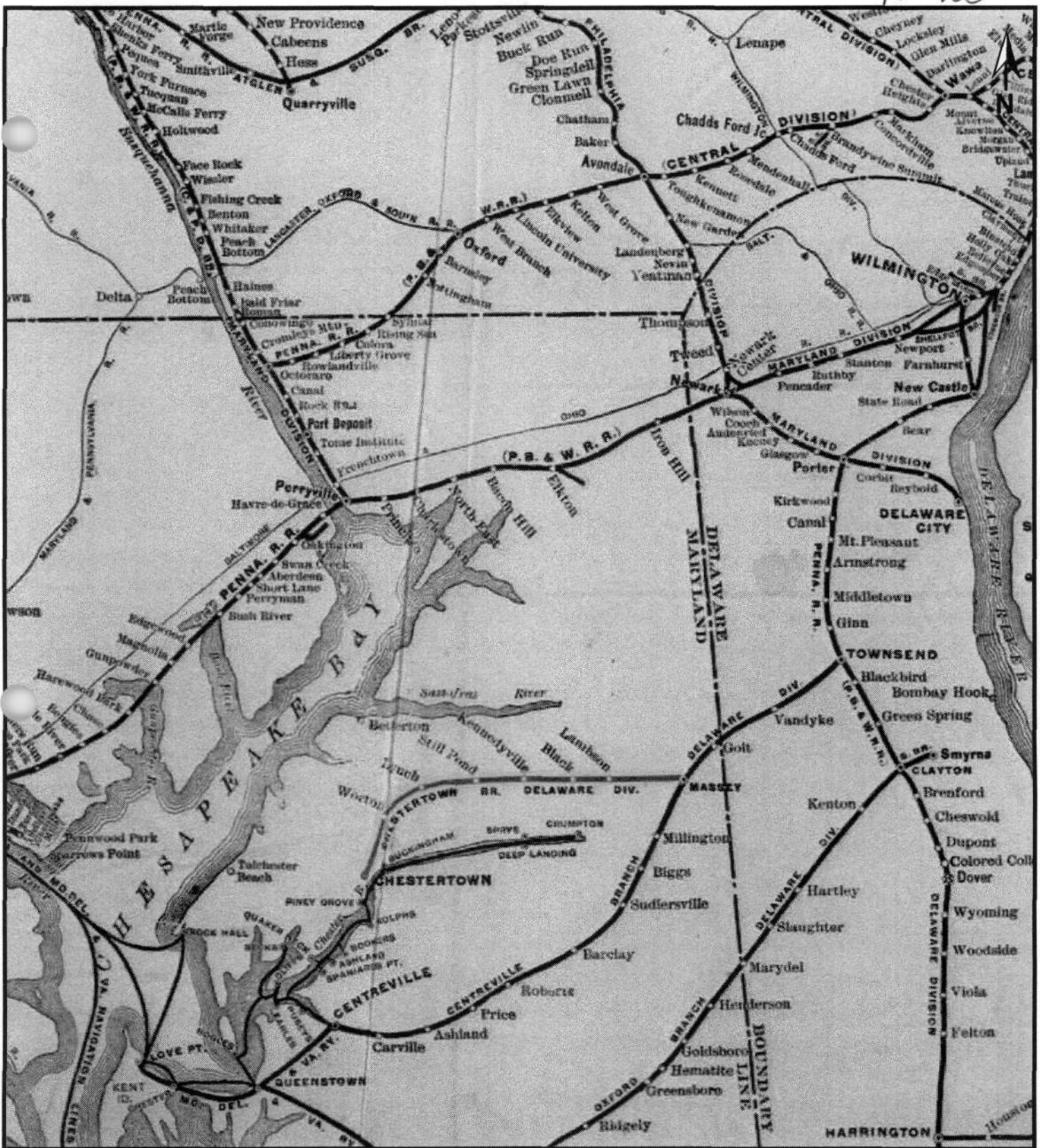
SCALE: 1" = 15 miles



REFERENCE: Map of Pennsylvania Railroad Company's Lines East of Pittsburgh and Erie, Dated July 1, 1899  
 Courtesy of RU Special Collections  
<http://mapmaker.rutgers.edu>

**FIGURE 14**  
**BALTIMORE AND DELAWARE BAY RAILROAD - 1899**  
**MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM**  
**K-700 KENT COUNTY RAILROAD CORRIDOR, KENT COUNTY**

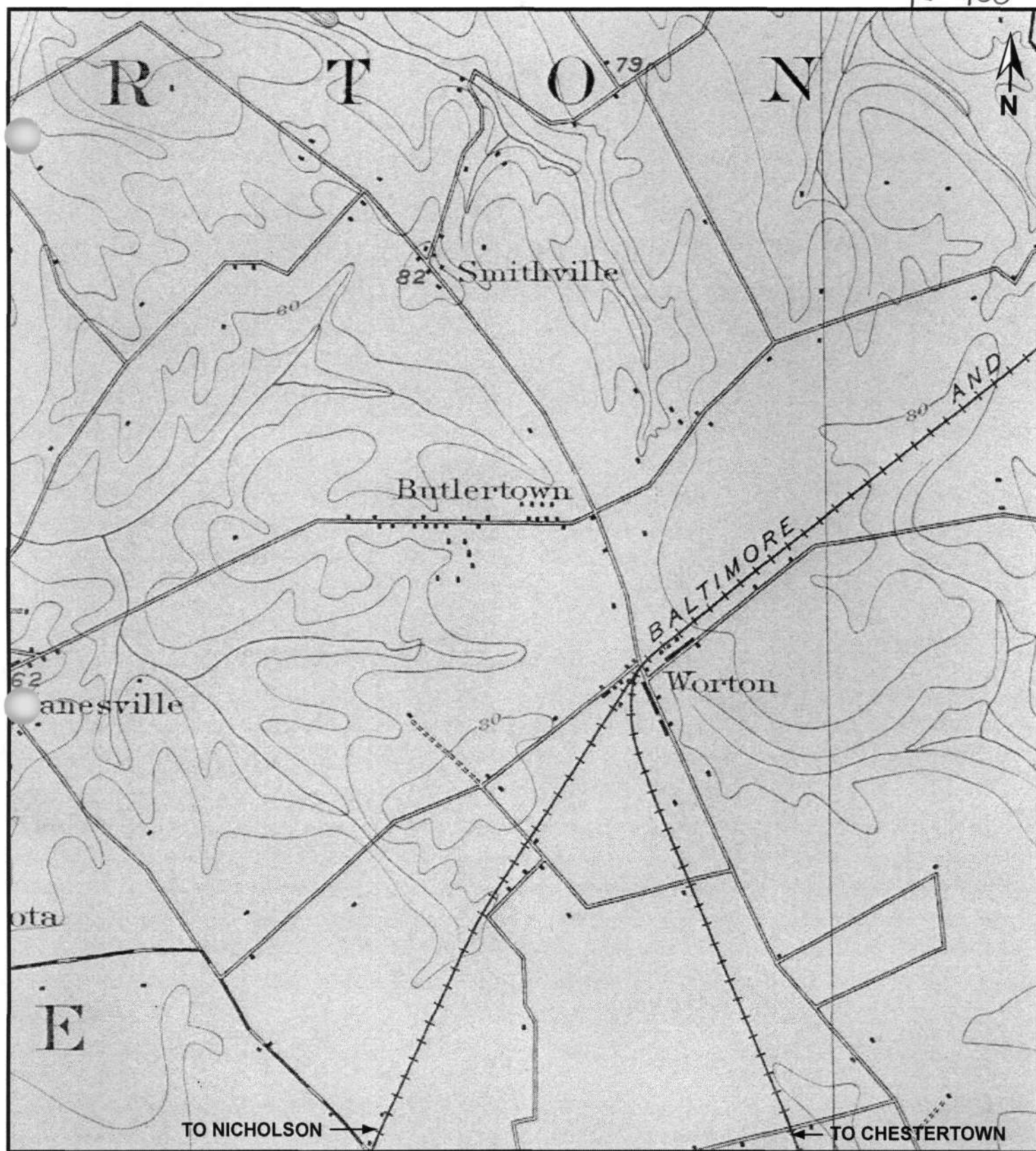




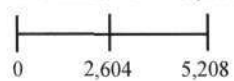
SCALE UNKNOWN

REFERENCE: Map of Pennsylvania Railroad and it's Connections  
Corrected December 1, 1911; <http://mapmaker.rutgers.edu>

**FIGURE 15**  
**CHESTERTOWN RAILROAD, DELAWARE DIVISION - 1911**  
**MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM**  
**K-700 KENT COUNTY RAILROAD CORRIDOR, KENT COUNTY**



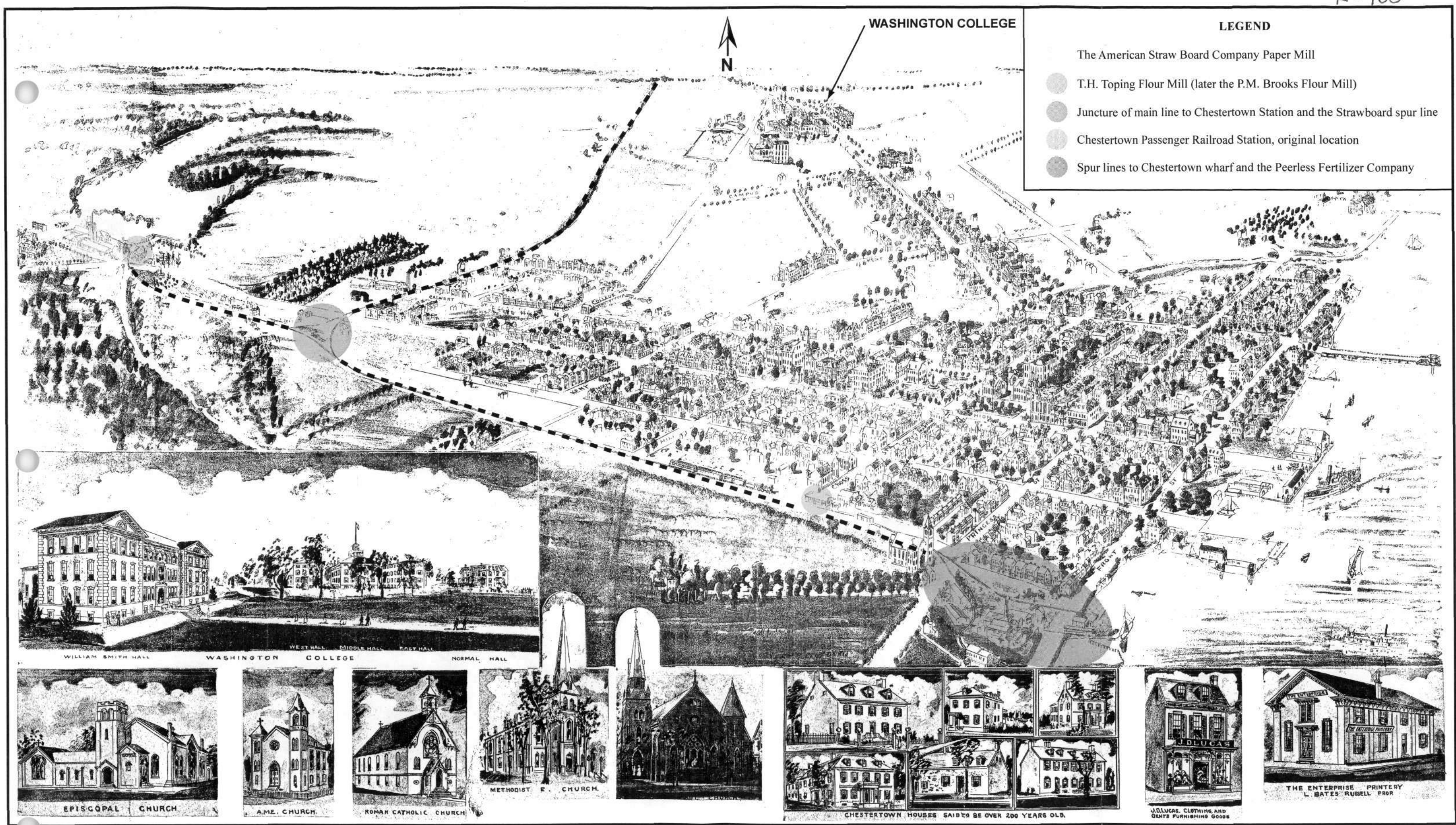
SCALE: 1" = 5,208



REFERENCE: United States Geological Service, "State Atlas of Maryland"  
 Bettertown, MD; Edition of 1900 and Chestertown, MD; 1901 Edition

**FIGURE 16**  
**JUNCTION OF RAIL LINES FROM CHESTERTOWN AND NICHOLSON**  
**MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM**  
**K-700 KENT COUNTY RAILROAD CORRIDOR, KENT COUNTY**



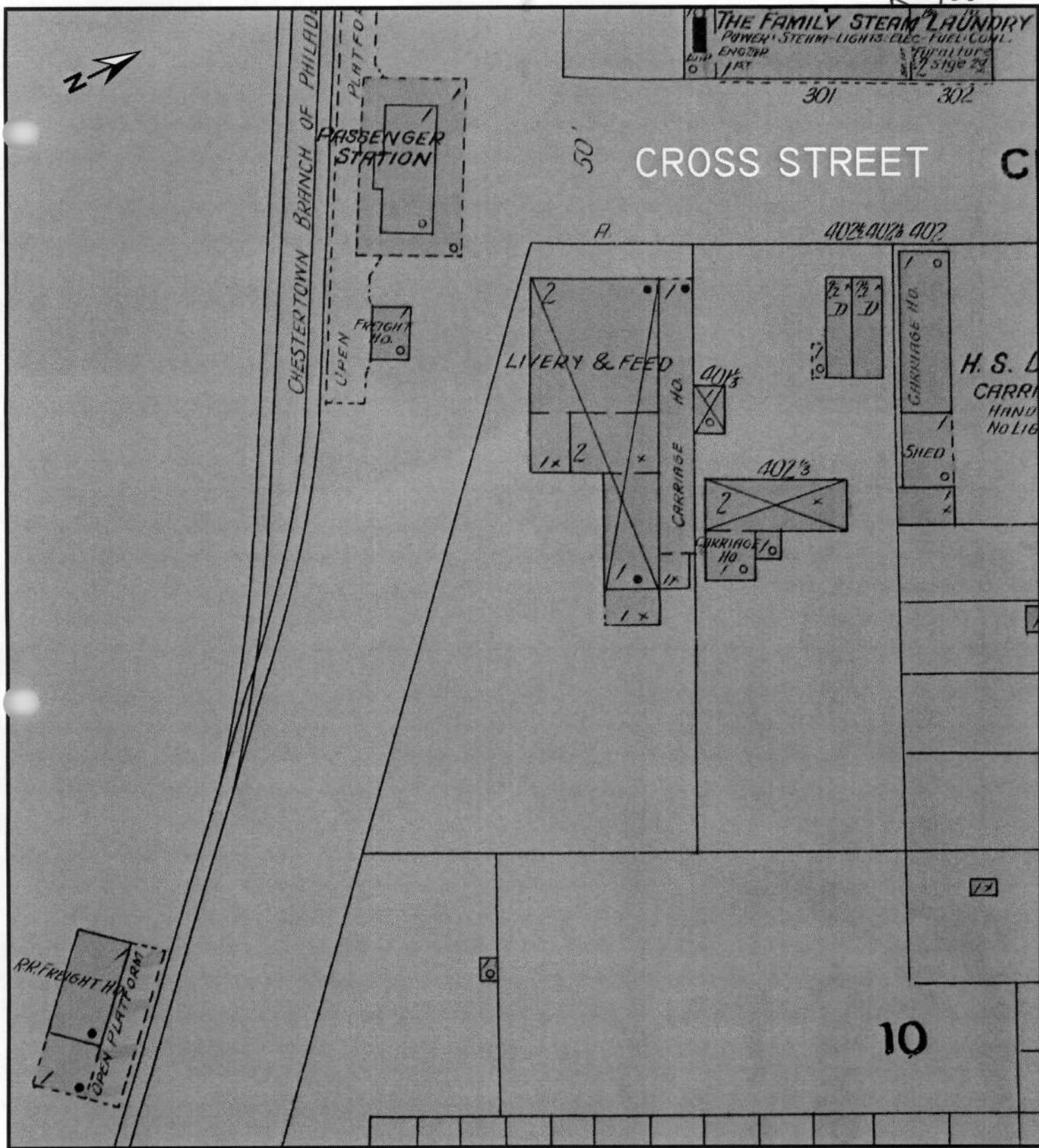


NO SCALE

**FIGURE 17**  
**BIRD'S EYE VIEW OF CHESTERTOWN, KENT COUNTY, MARYLAND**  
**SHOWING MAIN LINE CONTINUING SOUTHEAST TO THE CHESTERTOWN PASSENGER STATION**  
**AND EXTENDING TO THE CHESTERTOWN WHARF AND THE STRAWBOARD SPUR LINE TRAVELING NORTHWEST**  
**MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM**  
**K-700 KENT COUNTY RAILROAD CORRIDOR, KENT COUNTY**

REFERENCE: T.M. Fowler Bird's Eye View of Chestertown, Kent County, Maryland - 1907

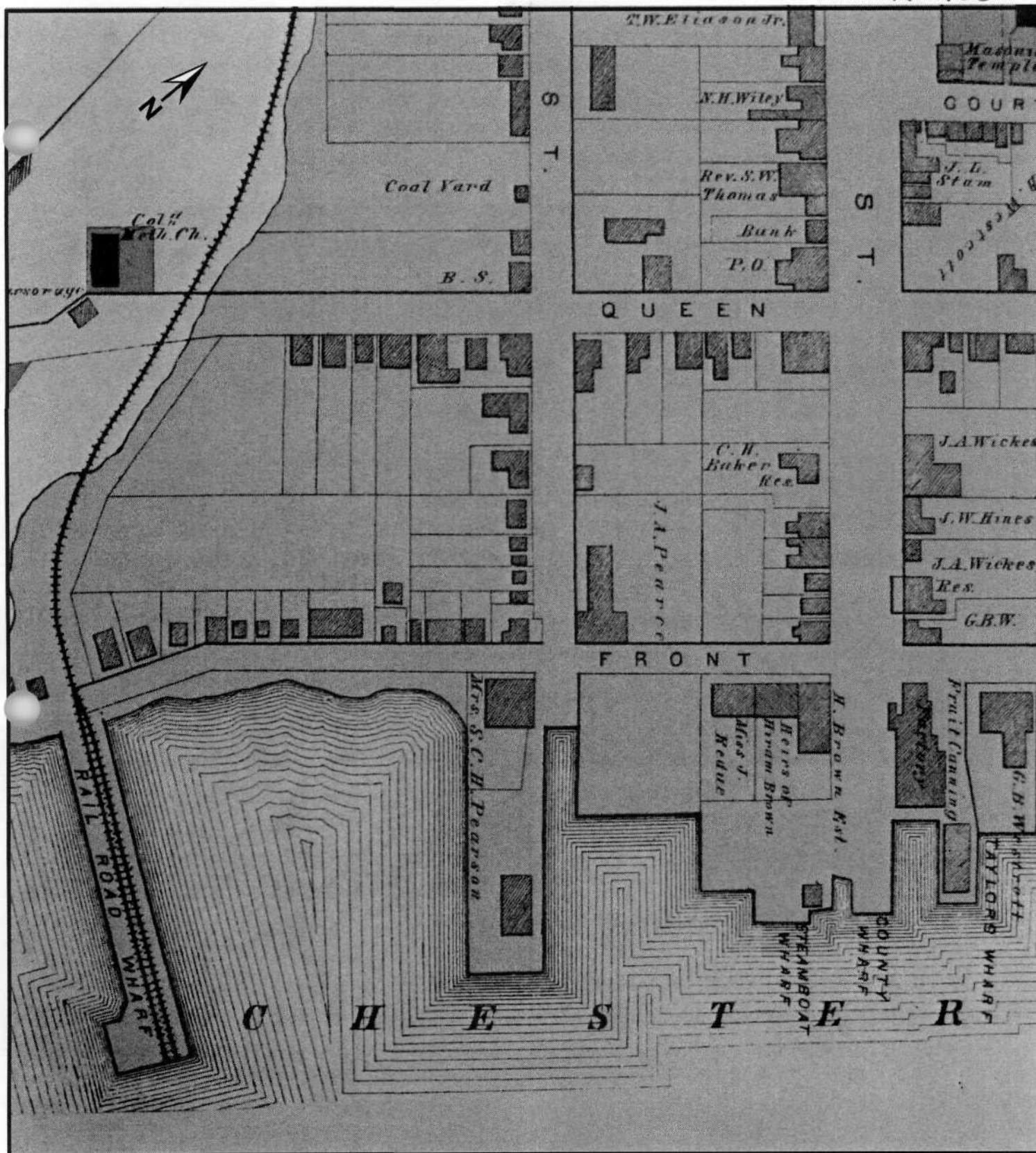




SCALE UNKNOWN

REFERENCE: Sanborn Insurance Map of Chestertown, 1908

**FIGURE 18**  
**CHESTERTOWN PASSENGER AND FREIGHT STATIONS**  
**MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM**  
**K-700 KENT COUNTY RAILROAD CORRIDOR, KENT COUNTY**

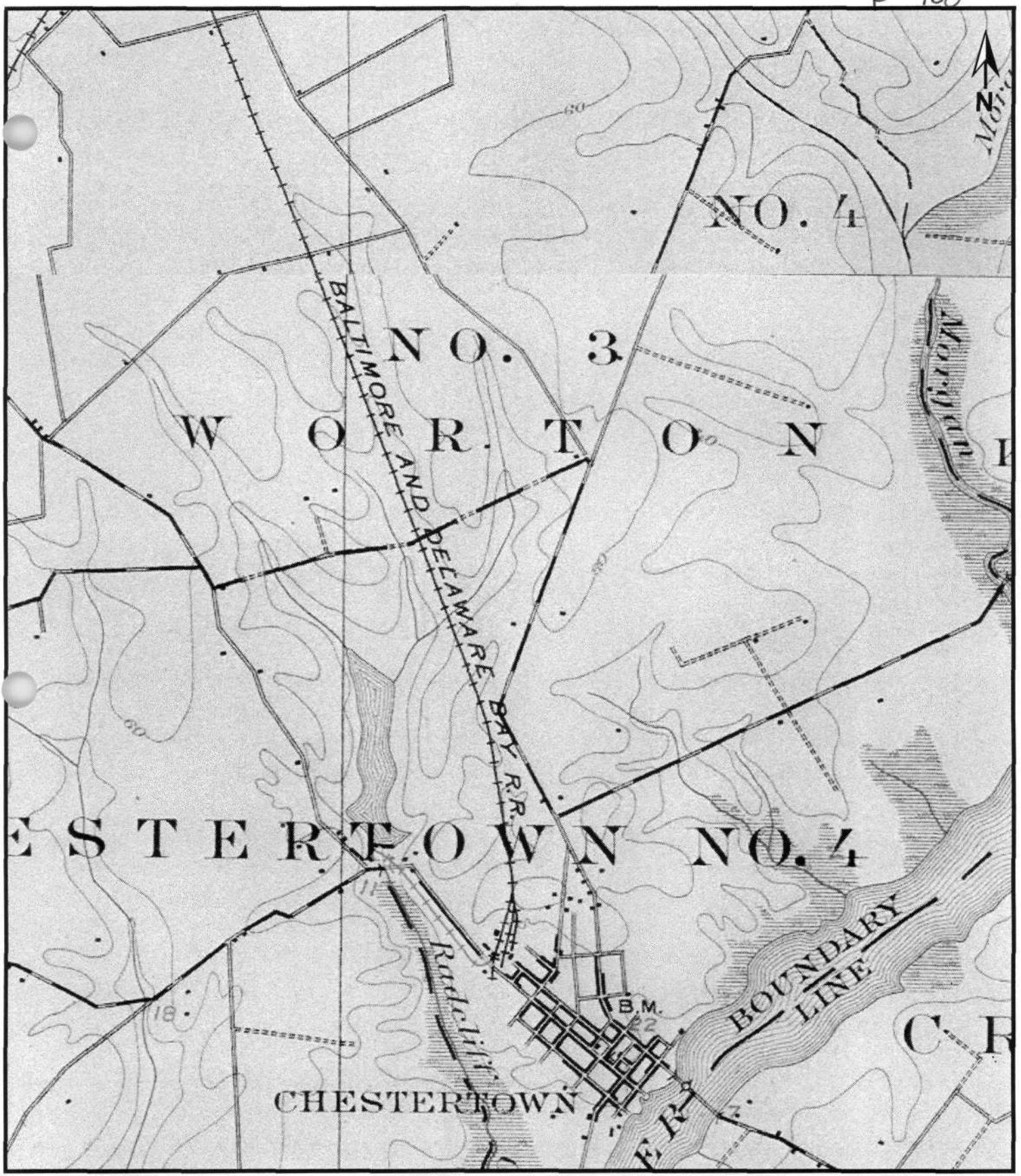


SCALE UNKNOWN

REFERENCE: Lake et al Illustrated Atlas of Kent and Queen Ann Counties, 1877

FIGURE 19  
 DETAIL OF WHARF EXTENSION OF THE KENT COUNTY RAILROAD  
 MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM  
 K-700 KENT COUNTY RAILROAD CORRIDOR, KENT COUNTY



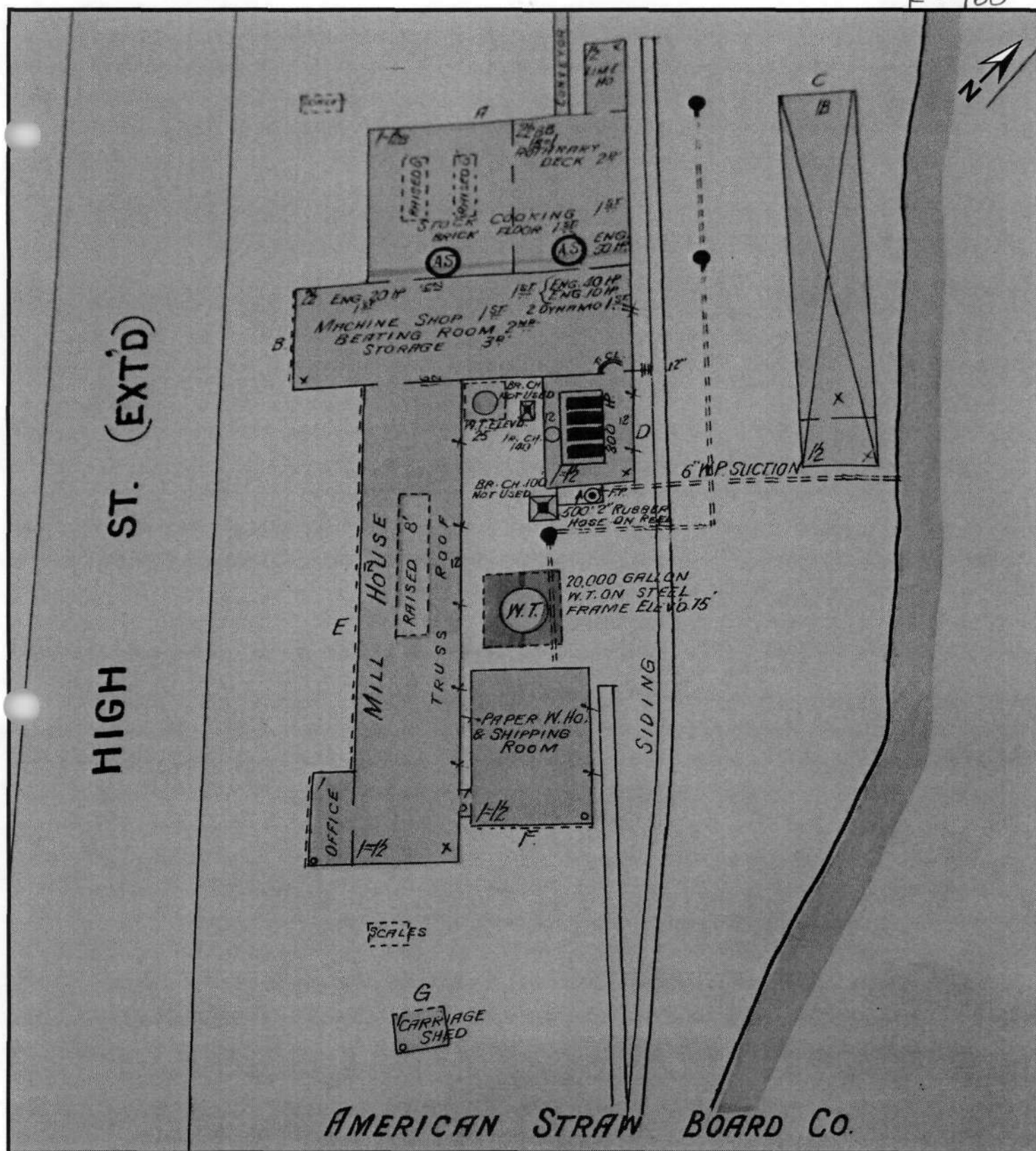


SCALE UNKNOWN

REFERENCE: United States Geological Service, "State Atlas of Maryland"  
Bettertown, MD; Edition of 1900 and Chestertown, MD; 1901 Edition

**FIGURE 20**  
**DETAIL OF THE STRAWBOARD SPUR LINE**  
**MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM**  
**K-700 KENT COUNTY RAILROAD CORRIDOR, KENT COUNTY**

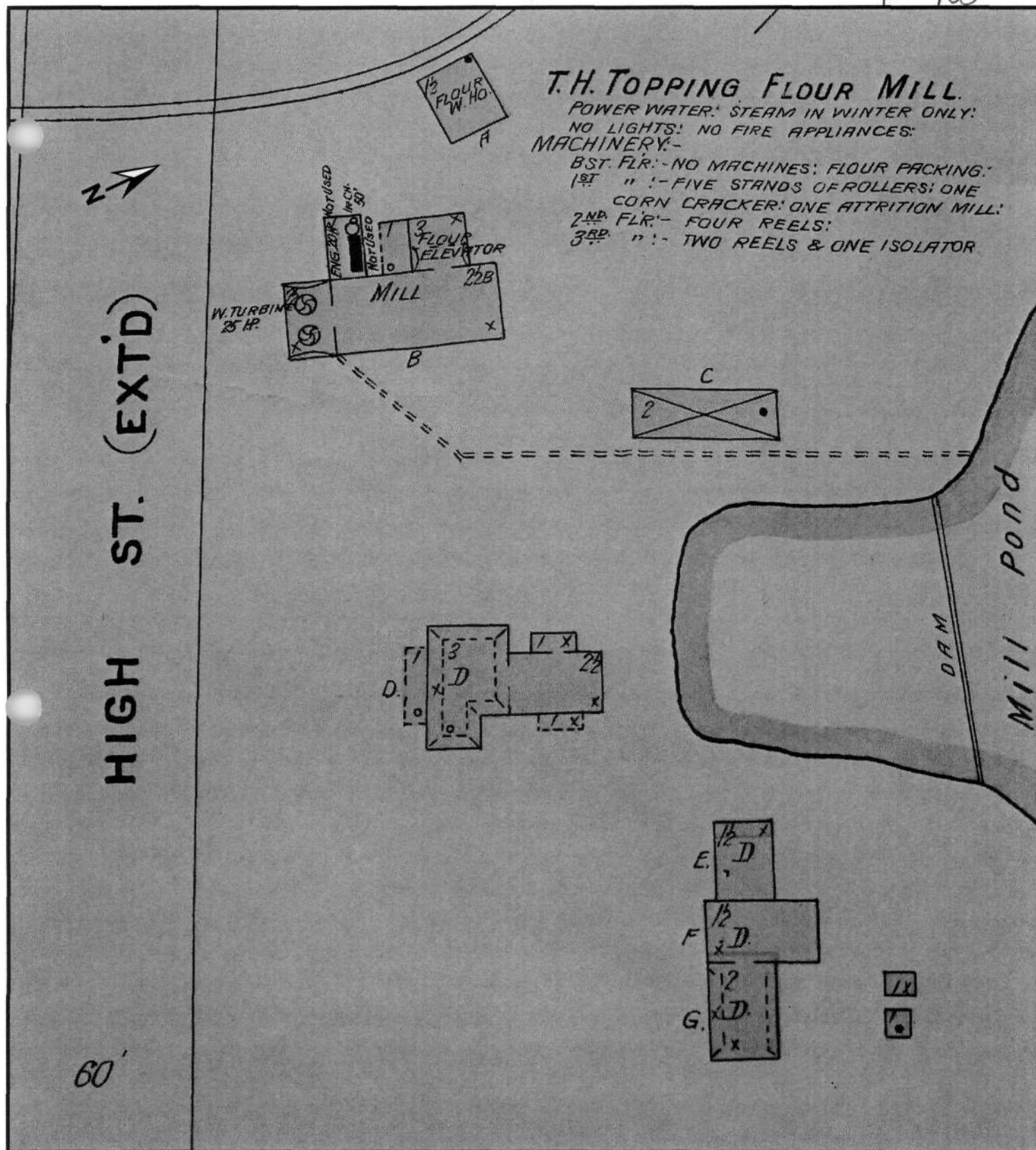




SCALE UNKNOWN

REFERENCE: Sanborn Insurance Map of Chestertown, 1908

FIGURE 21  
 THE AMERICAN STRAW BOARD COMPANY PAPER MILL  
 MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM  
 K-700 KENT COUNTY RAILROAD CORRIDOR, KENT COUNTY



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REFERENCE: Sanborn Insurance Map of Chestertown, 1908

FIGURE 22  
 T.H. TOPING FLOUR MILL  
 (LATER THE P.M. BROOKS FLOUR MILL)  
 MARYLAND INVENTORY OF HISTORIC PROPERTIES FORM  
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